

VO1459 001
881005 AGENDA & MIN
198812

OPERATION & WORKS COMMITTEE MG.O

II G - 25

HIGHLAND FARMS

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V01459-

LOCATION LABEL



-98080126-

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, OCTOBER 5, 1988 - 9:00 A.M.

COUNCIL CHAMBERS - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook (Chairman)
Councillor D. Lane
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department (896-5425)
Date: September 29, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - OCTOBER 5, 1988

DEPUTATIONS - 9:00 A.M.

A. Mr. S. Salameh

SEE ITEM 1

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	L.08.04.05	Handicapped Accessible Taxicabs
2.	F.05.04.01 F.05.04.05	Refuse Collection and Recycling Program Communication
3.	A.02.03.02.24	Highway 403 Arterial Road Extension
4.	D.01.04	Ten Year Transit Service Strategy Plan
5.	M-830	Gasparo Developments Limited - Parkwood Place Subdivision
6.	T-86037	488236 Ontario Limited - Exemption from Major Watercourse Improvement Levy
7.	M-371	Ontario Court Subdivision - Draw on Securities
8.	M-424	Kenley Subdivision - Draw on Securities
9.	OZ/4/84	Queentario Plaza - Assumption of Works
10.	OZ/89/86 OZ/73/84	Ready Motors Import Ltd. - Assumption of Works
11.	OZ/39/78	Erindale Landing - Assumption of Works
12.	F.02.02 M-240 M-241	Wimpey-Sorrento Industrial Subdivision - Assumption of Works
13.	B.07.83136	Canford Crescent - Assumption of Works
14.	F.02.07 T-82033 T-86106 T-87046 T-88016 T-86049 T-87041 T-86083	Street Names Gwillimbury Residential Subdivision Erin Mills Development Corporation United Lands Corporation Limited Master Gain Investments Inc. Alcester Subdivision First City Development Corporation Sherwood Mills Subdivision

-
- | | | |
|-----|-------------------------|---|
| 15. | J.05.88043 | Central Traffic Signal Control System Annual Maintenance |
| 16. | F.06.03.06
F.06.0.04 | Sawmill Valley Drive - Sawmill Valley Public School/St.
Mark Separate School |
| 17. | F.06.04.02 | Truscott Drive - Parking Prohibition |
| 18. | T-87003 | Gottardo Properties - Deed of Land to the City from Hydro |
| 19. | F.02.03.13 | Conveyance of Watermain Easement to Region of Peel and
Electrical Distribution Easement to Hydro Mississauga |
| 20. | T-87045 | First Terragar Holdings Limited - Conveyance of One Foot
Reserve - Osprey Boulevard |
| 21. | A.03.04.11.02 | Traffic Safety Council Report 6-88 - September 29, 1988 |
| 22. | F.02.04.03 | Road Closures at C.P. Rail Crossings - Wolfedale Road, Erindale
Station Road, Mavis Road - Construction of Third Track |
| 23. | F.06.04.02 | Avongate Drive - Parking Prohibition |

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

OCTOBER 5, 1988

DEPUTATIONS - 9:00 A.M.

- A. Mr. S. Salameh
L.08.04.05
SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Recommendation 51-88 of the Public Vehicle Authority Report 8-88 of September 13, 1988, as follows:
 - (a) That the Legal Department be directed to prepare amendments to the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs as outlined in Proposal 4 in the September 2, 1988, report of William P. Taylor, Commissioner of Public Works, as amended by the Public Vehicle Authority on September 13, 1988;
 - (b) That advertisements be placed in local newspapers, as soon as possible, to inform the public that proposals for the provision of accessible taxicabs in the City of Mississauga will be received by a date to be determined by staff.
 - (c) That Public Works staff review all proposals and recommend the successful applicants to Council for their consideration.
 - (d) That upon approval of Council, the successful applicant(s) be required to sign a declaration of agreement which will include all the conditions of issuance plus the following three major commitments:
 - (i) provision of proof of order and purchase of six (6) CSA approved accessible vehicles.
 - (ii) implementation of special accessible taxicab service by January 1, 1989.
 - (iii) provision of authenticated proof of order from the manufacturer or deliverer if delivery of vehicle is to be delayed.

Mr. Salameh will appear before the Committee regarding this matter.

L.08.04.05

2. Report dated September 21, 1988, from the Acting Director of Public Affairs in response to a request from the Operation and Works Committee for a report outlining the procedure by which new residences are advised of the City's refuse collection and recycling programs.

Public Affairs produces pamphlets and newsletters with information on recycling and refuse collection.

The Recycling News is published twice a year in Spring and Fall in cooperation with Laidlaw Waste Systems and the Mississauga Clean City Campaign. It is distributed to all households on the recycling program. The distribution service constantly reviews new neighbourhoods to ensure that new residents receive the newsletter.

The Recycling News is also included in the Welcome Wagon information package to new residents.

The Recycling News has proven to be an effective means of communicating this information to the public. For example, during the week following the distribution of the Spring, 1988 issue, the Inquiries Officers received 507 telephone requests for Blue Boxes.

A pamphlet is distributed with Blue Boxes to new residents. It contains information on the recycling program including instructions on how to use the box as well as information on refuse collection.

Updates on recycling and garbage pickup dates and times are regularly included in Mayor McCallion's notes for the Mayor's Hour on Cable 10.

Notices are placed in the Mississauga News, the Toronto Star, and on CFRB and CHFI informing residents of holiday garbage pickup schedule changes. The newspaper notices run for two consecutive weeks prior to the holiday and the radio announcements one week prior to the holiday. These notices are frequently used to provide a secondary message on the recycling program as well.

Public Affairs has placed one notice in the Mississauga News this year telling residents how to use their Blue Box.

On request, Public Affairs provides residents with an information kit on recycling. These are available through the Information Desk.

Public Affairs has produced stickers to be placed on all new Blue Boxes with instructions on how to use the box.

RECOMMENDATION:

That the report dated September 21, 1988, from the Acting Director of Public Affairs outlining the procedure for communicating the refuse collection and recycling programs to new residents be received for information.

F.05.04.01
F.05.04.05

RECOMMEND ADOPTION

October 5, 1988

3. Report dated September 26, 1988, from the Commissioner of Public Works regarding the Highway 403 Arterial Road Extension and provides an extensive analysis of the project under the following headings:

1. Background
2. Study Process/History
3. Need and Justification
4. Roadway Alignment
5. Public Involvement
6. Major Public Concerns/Responses
7. Conclusions

RECOMMENDATION:

- (a) That a four lane cross section for the Highway 403 Arterial Road Extension be adopted.
- (b) That Alignment Alternative C in the east-west direction and Alternative 2 in the north-south direction, as indicated in the report dated September 26, 1988 from the Commissioner of Public Works, be adopted.
- (c) That detailed design for the section from Cawthra Road to Dixie Road proceed immediately, with construction scheduled to occur during 1989 and that the Ministry of Transportation of Ontario be so advised.
- (d) That the Environmental Study Report, as required under current Environmental Assessment Legislation, be prepared for the section from Dixie Road to Eglinton Avenue and filed in the public record.
- (e) That the Minister of Municipal Affairs, pursuant to Section 9(2) of the Ontario Planning and Development Act, be requested to deem the undertaking illustrated as Alternative C in Exhibit 4 of the report dated September 26, 1988 from the Commissioner of Public Works to be in conformity with the general intent and purpose of the Parkway Belt West Plan.
- (f) That construction of the earth berm in the section from Cawthra Road to Dixie Road, prior to the construction of the roadway, be investigated with appropriate Provincial staff.
- (g) That the matters of posted speed and night time truck prohibitions be reported on with appropriate by-laws prior to the opening of the roadway to traffic.
- (h) That discussion be held with Provincial staff to determine improved levels of maintenance and to review possible features such as a jogging path or minor landscaping in the buffer utility corridor immediately adjacent to residences south of the Parkway Belt.
- (i) That the members of the Community Advisory Committee be thanked for their significant contributions to the planning of the project and be requested to participate further in the project design and the resolution of outstanding issues.

- (k) That the widening of Eglinton Avenue from four to six lanes between Cawthra Road and the proposed 403 Arterial Roadway be considered in the City's 10-year road construction program.
- (l) That the final design of the Arterial Road/Fieldgate Drive intersection be further investigated with the Community Advisory Committee.
- (m) That the planned widening of Fieldgate Drive, north of Rathburn Road (a project previously anticipated to be required independent of the Arterial Roadway) be subject to further traffic studies and review with the Community Advisory Committee.

A.02.03.02.24

RECOMMEND ADOPTION

4. Report dated September 21, 1988, from the Commissioner of Public Works regarding a Ten Year Transit Service Strategy Plan.

On May 24, 1988 the Minister of Transportation of Ontario presented a report entitled "Transportation Directions for the Greater Toronto Area". The purpose of the presentation is to announce the Province's plans and intentions regarding various transportation initiatives for the Greater Toronto Area.

On June 15, 1988, the Operation & Works Committee received a report from the Commissioner of Public Works regarding the Minister's announcement and its implications on the City of Mississauga. It was stated in this report that it was difficult for the City to respond adequately to many of the suggested transit service improvements because there was no cohesive intermediate term implementation plan for City transit services. For the longer term, during the 1985 Mississauga Transportation Study, the City has identified the Mississauga busway and three north/south transit corridors along Dixie Road, Hurontario Street and Erin Mills Parkway as the ultimate rapid transit plan. In addition, short term implementation planning of transit service improvements is addressed annually during the budget preparation and approval process. However, in light of the provincial announcement on transportation improvements in the Greater Toronto Area it appeared appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions.

In the Commissioner's report it was recommended that staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a ten-year transit service strategy plan.

Early contact was also made with senior Ministry of Transportation of Ontario (M.T.O.) staff. In light of the Minister's announcement it appears that the Ministry has strong interest in furthering the development of transit in rapidly growing areas such as Mississauga. As a result, strong support for the proposed Transit Service Plan was indicated.

The Public Works and Transit Departments have met regarding the development of a Ten-Year Transit Service Strategy Plan. A proposal for such a study has been requested and received from Mr. Neil Irwin, Managing Director, IBI Group. The upset limit cost of the study is \$103,000 which the MTO is expected to subsidize at a rate of 75%.

In order for the study to be completed by the end of 1988 such that it can be used as input into the preparation of the City's and MTO's budgets, it has been concluded that a direct appointment should be recommended. It is concluded that the above noted study should be proceeded with in accordance with the IBI study proposal.

RECOMMENDATION:

- (a) That the IBI Group be retained to prepare a Ten Year Transit Service Strategy plan at an upset limit cost of \$103,000 subject to receiving subsidy of 75% from the Ministry of Transportation Ontario for the consultant's study cost;
- (b) That \$25,800, which represents the City's share of the study cost, be allocated from the City Manager's Contingency Fund;
- (c) That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and the IBI Group to undertake a Ten Year Transit Service Strategy plan.

D.01.04

RECOMMEND ADOPTION

5. Report dated September 9, 1988, from the Commissioner of Public Works in response to a request from Basil Developments Inc. on behalf of Gaspero Developments Limited, the developer of Parkwood Place Subdivision, located north of Eglinton Avenue West and west of McLaughlin Road, to waive Condition III.3 of Schedule 'C' of the Servicing Agreement, whereby the developer agreed that the main wall of any structure or building shall not be closer than 1.5 metres from any abutting designated walkway.

The foundation of the house being constructed on Lot 14 adjacent to the walkway Block 22, has been installed such that the clearance on the walkway is 1.2 metres. The developer is requesting that the City waive the minimum 1.5 metres requirement for Lot 14.

The proposed grades for Lot 14 have been reviewed and it has been determined that the drainage of the lot can be accommodated within this reduced setback.

The minimum setback between the house located on Lot 14 and the walkway Block 22 can be reduced from 1.5 metres to 1.2 metres in view of the fact that, the grading of the lot can be accommodated within this reduced setback.

RECOMMENDATION:

That Condition III.3 of Schedule 'C' of the Servicing Agreement for Parkwood Place Subdivision, Plan M-830, located north of Eglinton Avenue West and west of McLaughlin Road, be waived with respect to Lot 14.

M-830

RECOMMEND ADOPTION

6. Report dated September 9, 1988, from the Commissioner of Public Works regarding an exemption from Major Watercourse Improvement Levy to be granted to 488236 Ontario Limited, T-86037, located south of Courtneypark Drive East and east of Kennedy Road.

Under the standard Financial Agreement this developer would be responsible for paying a Major Watercourse Improvement Levy in the amount of \$260,060.66 based on the area of 31.736 ha and the present rate of \$8,194.50 per ha.

Under the Servicing Agreement for Plan T-86037 the developer is constructing a storm water channel across Ontario Hydro and M.G.S. property and a trunk storm sewer within the development varying in size from 1650mm (66 inches) to 1950mm (78 inches) which will also provide an outlet for external upstream lands. The estimated value of the storm water channel and the trunk storm sewer works is \$689,030.00.

The estimated cost of the trunk storm sewer oversizing works in excess of 1500mm (60 inch) diameter to be undertaken is \$343,230.00.

RECOMMENDATION:

That the Financial Agreement for Plan T-86037, located south of Courtneypark Drive East and east of Kennedy Road, indicate that a full credit is to be afforded to the developer against the Major Watercourse Improvement Levy.

T-86037

RECOMMEND ADOPTION

7. Report dated September 22, 1988, from the Commissioner of Public Works regarding a draw on the developer's securities for the completion of the above ground service deficiencies including sidewalk, noise barrier, boulevard sodding and lot grading in Ontario Court Subdivision, Plan 43M-371, located south of Britannia Road West and west of Queen Street.

In accordance with the requirements of the Engineering Agreement for Plan 43M-371, the developer was originally required to complete top course asphalt by October 15, 1982. This completion date was later extended to October 15, 1983 and finally to June 30, 1986 due to slow house sales.

A schedule for the proposed date of placement of top asphalt was requested from the developer and their engineering consultants on September 16, 1986, with no response. A further notification advising of the June 30, 1986 completion date was sent on May 26, 1987. The response to this letter included a request from the developer for a further delay to Mid July 1987.

City Council at its meeting of July 15, 1987 approved a recommendation that the Commissioner of Public Works be authorized to complete the outstanding top course of asphalt, top stage of curb and boulevard sodding on Ontario Court. The developer, upon receiving notice of City Council's intentions to draw on his securities, completed the top course of asphalt and top curb. Since that time, no further action has taken place to complete the remaining outstanding above-ground deficiencies.

It has been concluded that the developer has had sufficient time and notice from the City to complete the remaining above ground deficiencies in the Ontario Court Subdivision. It is recommended that the City draw on the developer's securities in order to have this work completed.

RECOMMENDATION:

That the City of Mississauga complete the outstanding above ground service deficiencies (currently estimated at \$40,000.00) in the Ontario Court Subdivision, Plan 43M-371, located south of Britannia Road West and west of Queen Street and that the Commissioner of Finance and Treasurer be authorized for draw on the Letter of Credit (currently valued at \$41,050.30), to cover the costs incurred by the City.

M-371

RECOMMEND ADOPTION

8. Report dated September 22, 1988, from the Commissioner of Public Works regarding a draw on the developer's securities for the completion of outstanding grading works in Kenley Subdivision, Plan 43M-424, located north of Derry Road and west of Winston Churchill Boulevard.

In accordance with the Servicing Agreement for the subject development and as a requirement of the assumption of this subdivision, the developer agreed to grade and seed the undeveloped lots and blocks (lots 66 and 67, blocks 135-141). To date this work remains incomplete.

The developer was advised in letters dated May 13, 1988 and September 9, 1988, that this work has not yet been completed and should be undertaken as soon as possible. To date, no response has been received from the developer.

October 5, 1988

RECOMMENDATION:

That the City of Mississauga complete the outstanding grading works (currently estimated at \$5,000.00) in the Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Blvd. and that the Commissioner of Finance and Treasurer be authorized to draw on the Letter of Credit (currently valued at \$22,750.00) to cover the costs incurred by the City.

M-424

RECOMMEND ADOPTION

9. Report dated September 15, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Queentario Plaza, Ref. Plan 43R-11702, located north of The Queensway W. and east of Highway 10.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for 578646 Ontario Limited, Ref. Plan 43R-11702, located north of the Queensway W. and east of Highway 10 and that the Letter of Credit (current value \$19,221.90) be returned to the developer, 578646 Ontario Limited.

OZ/4/84

RECOMMEND ADOPTION

10. Report dated September 22, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Ready Motors Import Ltd., Plan 43R-12657, OZ-89/86, OZ-73/84, located south of Dundas St. East and east of Hwy. 10.

As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Ready Motors Import Ltd., Plan 43R-12657, OZ-89/86, OZ-73/84, located south of Dundas Street East and east of Hwy 10 and that the Letter of Credit (current value \$49,785.62) be returned developer, Ready Motors Import Ltd.

OZ/89/86

OZ/73/84

RECOMMEND ADOPTION

11. Report dated September 23, 1988, from the Commissioner of Public Works regarding the assumption of Municipal Works for Erindale Landing, 1646 Dundas Street West, Ref. Plan 43R-11072, located south of Dundas Street West and east of Mississauga Road.

As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Erindale Landing, Ref. Plan 43R-11072 located south of Dundas Street West and east of Mississauga Road and that the Letter of Credit (current value \$25,110.20) be returned the developer, Donnygar Enterprises.

02/39/78

RECOMMEND ADOPTION

12. Report dated September 15, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Wimpey-Sorrento Industrial Subdivision, Plan M-240 and M-241, located north of Britannia Road East and east of Tomken Road.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned plans.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for Wimpey-Sorrento Industrial Subdivision, Plans M-240 and M-241, located north of Britannia Road and east of Tomken Road.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-240 and M-241 (currently valued at \$130,975.39) be returned to the developer, George Wimpey Canada Ltd. and Sorrento Developments Ltd.
- (c) That a by-law be enacted establishing the road allowances within Plans M-240 and M-241 as public highways and part of the municipal system of the City of Mississauga.

F.02.02
M-240
M-241

RECOMMEND ADOPTION

13. Report dated September 23, 1988, from the Commissioner of Public Works regarding the assumption of Municipal Works for Canford Crescent extension, located west of Erin Mills Parkway and south of the Queen Elizabeth Highway.

As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Morsal Developments Ltd., Reference Plan 43R-8921 (located west of Erin Mills Parkway/south of the Queen Elizabeth Highway and that the Letter of Credit (current value \$10,388.81) be returned to the Developer.

B.07.83136

RECOMMEND ADOPTION

14. Summary dated September 20, 1988, from the Commissioner of Public Works regarding street names as follows:

- (a) That the following street names be approved for the Gwillimbury Residential Subdivision T-82033, located north of Lakeshore Road West and west of Clarkson Road: Feeley; Fellen (not Court); Gorled.
- (b) That the following street names be approved for the Erin Mills Development Corporation Subdivision, T-86106, located east of Winston Churchill Boulevard and south of Highway #401: Markus; Statesman; Toro.
- (c) That the name "Forum" be approved as a street name for the United Lands Corporation Limited Subdivision (T-87046) and the Master Gain Investments Inc. (T-88016), located north of Eglinton Avenue East and east of Hurontario Street.
- (d) That the name "Marcove" be approved as a street name for the Norwood Properties Subdivision, T-86031, located south of Derry Road East and East of Kennedy Road.
- (e) That the names "Alcester" and "Anic" be approved as street names for the Alcester Subdivision, T-86049, located south of Derry Road East and east of Kennedy Road.
- (f) That the names "Bishop Strachan" and "Doug Leavens" be approved as street names for the First City Development Corporation Subdivision, T-87041, located west of Tenth Line West and South of Derry Road West.

- (g) That the name "Moulin Rouge" be approved as a street name for the Sherwood Mills Subdivision, T-86083, located north of Eglinton Avenue West and east of Creditview Road.

T-82033
T-86106
T-87046
T-88016
T-86031
T-86049
T-87041
T-86083

RECOMMEND ADOPTION

15. Report dated September 26, 1988, from the Commissioner of Public Works regarding a maintenance agreement between Fortran Traffic Systems Limited and the City of Mississauga for the annual maintenance required for the Central Traffic Signal Control System. Fortran Traffic Systems Limited is a subsidiary company of Guild Electric Limited who has purchased the exclusive rights to the T2000 Traffic Signal Control System from Canadian General Electric, the original developer of the system.

It is necessary for the City of Mississauga to enter into an annual maintenance agreement for the Central Traffic Signal Control System and that a limited stock of spare equipment be retained. Fortran, being the sole owner of the rights to the T2000 Traffic System, is the only organization capable of performing software and hardware maintenance. Their price is reasonable and on par with similar agreements in the industry. The cost is within budgeted amounts.

RECOMMENDATION:

- (a) That the City of Mississauga enter into a maintenance agreement with Fortran Traffic Systems Limited at an annual cost of (\$46,960.00), FORTY-SIX THOUSAND AND NINE HUNDRED AND SIXTY DOLLARS.
- (b) That the City of Mississauga share in the purchase of spare equipment with the Cities of London and Burlington with the City's share being (\$18,670.00), EIGHTEEN THOUSAND, SIX HUNDRED AND SEVENTY DOLLARS, exclusive of taxes.

J.05.88043

RECOMMEND ADOPTION

16. Report dated September 13, 1988, from the Commissioner of Public Works regarding the problems associated with the stopping and parking of vehicles across the frontages of both Sawmill Valley Public School and St. Mark Separate School on Sawmill Valley Drive which have been addressed on a number of occasions. The prohibitive signing currently in place has been altered several times to reflect the needs and desires of the parents, residents and safety of the students. Unfortunately, an appropriate compromise was never obtained as there was always dissatisfaction and complaints from at least one party. This resulted in confusion at times, potential for conflict, difficulties with respect to safety of the schoolchildren, and occasionally irate parents when the Peel Regional Police were requested to enforce the stopping prohibitions.

On the basis of a petition and deputation by Mrs. Kishimoto, the Traffic Safety Council at its meeting of February 14, 1988 recommended the stopping prohibitions on both sides of Sawmill Valley Drive that are currently in place. City Council approved these works at its meeting. Previously, parking/stopping was permitted on the east side of Sawmill Valley Drive in front of each school. No stopping was permitted in the vicinity of the school crossing and the school driveways.

The Public Works Department installed the necessary signing which precipitated expression of concerns from many parents and the principal of St. Mark's School. As a result of this action and the numerous complaints received, a meeting was arranged by Councillor Lane.

On March 9, 1988 a meeting involving Public Works personnel, Councillor Lane, representatives of the schools, school boards, Peel Regional Police, Traffic Safety Council and area residents was held to address this as well as other school safety issues.

Based on the Public Works Department review, the relocation of the school crossing and the removal of portions of the stopping prohibitions satisfactorily meet the needs of those parents who must drive their children to and from school.

It is felt that this action will provide an adequate level of safety for the school children, crossing guard, motorists and area residents. However, in an effort to further enhance safety for all involved, the Public Works Department will undertake the following:

- (i) Preparation for distribution by both schools, a plan illustrating the signing arrangements and the area where parking/stopping will be legally permitted;
- (ii) A review with Recreation and Parks personnel of the existing City park parking lot with the intention of upgrading the lot and providing a possible connection to the existing school walkway;

RECOMMENDATION:

- (a) That the school crossing on Sawmill Valley Drive be relocated to align with the walkway between Sawmill Valley School and St. Mark's School and be equipped with painted crossing blocks and paved boulevards as soon as possible.

- (b) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for the Sawmill Valley Public School to permit parking/stopping;
- (c) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for St. Mark's Separate School to permit parking/stopping;
- (d) That a plan be prepared for distribution by the schools to the parents of the students illustrating the revised signing arrangements and the area where stopping/parking will be permitted;
- (e) That the Public Works Department and Recreation and Parks Department review the feasibility of upgrading of the parking lot immediately south of Sawmill Valley School, and the provision of a connecting link to the existing walkway.

This report was included on the agenda of September 21, 1988, and deferred to this meeting at the request of the Area Representative, Councillor D. Lane.

F.06.04.01

RECOMMEND ADOPTION

17. Report dated September 12, 1988, from the Commissioner of Public Works in response to a petition from area residents to prohibit parking on the north side of Truscott Drive from Lewisham Drive to Agora Road.

Truscott Drive is a two lane residential collector roadway and any parked vehicles could create a potentially dangerous situation, particularly during peak hours. Observations revealed that each home on this section of Truscott Drive has a minimum of 200% on-site parking which should satisfy the needs of most residents.

The Public Works Department is in agreement with this request.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement 'No Parking Anytime' prohibitions on the north side of Truscott Drive between Lewisham Drive and Agora Road.

F.06.04.02

RECOMMEND ADOPTION

18. Report dated September 14, 1988, from the City Clerk with respect to a condition of registration of subdivision T-87003 being developed by Gottardo Properties, whereby the City is to acquire from Ontario Hydro a parcel of land for the completion of the Ambassador Drive right-of-way between Kennedy Road and Hurontario Street.

The funding for the acquisition has been provided by the developer. The location of the parcel to be conveyed to the City from Ontario Hydro has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-Law be enacted authorizing execution by the City of a Deed of Land from Ontario Hydro to the City of Mississauga over part of Lot 9, Concession 1, East of Hurontario Street, designated as Part 1 on Plan 43R-15639 (Gottardo Properties, Proposed Plan of Subdivision T-87003).

T-87003

RECOMMEND ADOPTION

19. Report dated September 14, 1988, from the City Clerk regarding a proposed conveyance of a watermain easement to the Regional Municipality of Peel and an electrical distribution easement to Hydro Mississauga over part of closed out Gulleden Drive by By-law 147-88.

The City in the course of the closure of part of Gulleden Drive on Registered Plan M-36 advised by general circulation all the concerned utilities and the Regional Municipality of Peel if they had any interest to be protected by easement.

A response was received from the Regional Municipality of Peel and Hydro Mississauga expressing that they wished to have their respective utilities protected by easement, in support of which they submitted the appropriate documentation. The Public Works Department have reviewed and approved the easements to be granted to the Regional Municipality of Peel and Hydro Mississauga.

RECOMMENDATION:

- (a) That a by-law be enacted authorizing execution by the City of a permanent easement to the Regional Municipality of Peel over the closed out part of Gulleden Drive on Registered Plan M-36 by By-law 147-88.
- (b) That a by-law be enacted authorizing execution by the City of a permanent easement to Hydro Mississauga over the closed out part of Gulleden Drive on Registered Plan M-36 by By-law 147-88.

F.02.03.13 .

20. Report dated September 14, 1988, from the City Clerk regarding a conveyance by the City of a 0.3 m (1 Ft.) Reserve described as Block 357 on Registered Plan 43M-788 to First Terragar Holdings Limited.

There is currently a draft plan of subdivision T-87045 (W) being processed by First Terragar Holdings Limited, south of Trelawny Circle, west of Tenth Line West, immediately to the west of Registered Plan 43M-788.

Block 357, a 0.3 m (1 Ft.) Reserve on Registered Plan 43M-788 located at the westerly end of Osprey Boulevard was conveyed to the City as a condition of development. Part of Block 357 will no longer be required by the City as it will form part of the lotting for proposed plan of subdivision T-87045. Having regard to this change of use for part of Block 357, we have been requested by the Public Works Department to convey to First Terragar Holdings Limited all of Block 357 on Registered Plan 43M-788. That portion of the reserve (Block 357) is still required by the City across Osprey Blvd. will be incorporated in subdivision T-87045 and reconveyed back to the City.

RECOMMENDATION:

That all of Block 357 on Registered Plan 43M-788, a designated 0.3 m (1 Ft.) Reserve be conveyed to First Terragar Holdings Limited (Consolidated Planning Report dated April 12, 1988, Proposed Plan of Subdivision T-87045 - lands located south of Trelawny Circle, west of Tenth Line West, immediately to the west of R.P. 43M-788).

T-87045
M-788

RECOMMEND ADOPTION

21. Report 6-88 of the Traffic Safety Council meeting held on September 29, 1988.

A.03.04.11.02

RECOMMEND ADOPTION

22. Report dated September, 1988, from the Commissioner of Public Works in response to requested road closures at C.P. Rail Crossings for the purpose of track additions for the expansion of GO Transit service and for track maintenance. The proposed closures are as follows:

Wolfedale Road	-	Monday, October 24, 1988, 10:00 a.m. through Friday, October 28, 1988, 3:30 p.m.
Erindale Station Road	-	Monday, October 31, 1988, 10:00 a.m. through Friday, November 4, 1988, 3:30 p.m.
Mavis Road	-	Monday, November 7, 1988, 10:00 a.m. through Thursday, November 10, 1988, 3:30 p.m.

The closures are required due to the complexity of the work to be undertaken, which includes track leveling, replacement and maintenance, as well as the construction of an additional track.

October 5, 1988

Public Works staff have discussed a number of alternatives such as opening the crossing daily during peak hours; however, Mr. Davies has indicated that such a proposal would be virtually impossible. Interruptions would negatively impact the quality of the work and would result in a considerably less than desirable end product, which would require frequent maintenance.

Ideally the Public Works Department would prefer that the peak hour traffic be maintained during the crossings reconstruction; however, due to the complexity of the works, it is evident that complete closures are required. In this regard, advance notification signs, as well as detour signing will be installed by City forces.

RECOMMENDATION:

That a by-Law be enacted to implement the following road closures at the C.P.R. railway crossings for the purpose of track expansion and maintenance:

Wolfedale Road	-	Monday, October 24, 1988, 10:00 a.m. through Friday, October 28, 1988, 3:30 p.m.
Erindale Station Road	-	Monday, October 31, 1988, 10:00 a.m. through Friday, November 4, 1988, 3:30 p.m.
Mavis Road	-	Monday, November 7, 1988, 10:00 a.m. through Thursday, November 10, 1988, 3:30 p.m.

F.02.04.03

RECOMMEND ADOPTION

23.

Report dated September 22, 1988, from the Commissioner of Public Works in response to a petition requesting a parking prohibition on both sides of Avongate Drive during school hours. The specific area in question is that west of Parmeer Drive. The remainder of Avongate Drive is currently prohibited to parking from 9:00 a.m. to 3:00 p.m. A number of other streets in the area have a similar restriction.

The parking problems in this neighbourhood are primarily caused by students from St. Martin's Separate School who park their vehicles on adjacent streets during school hours.

Since most of Avongate Drive is restricted to parking, the problem has shifted to the non-restricted section.

At the request of area residents, and in keeping with the majority of Avongate Drive and surrounding streets, parking should be prohibited on both sides of Avongate Drive from 9:00 a.m. to 3:00 p.m., Monday to Friday, between Parmeer Drive and Glengarry Road. This will help to alleviate day time parking problems caused by local high school students.

October 5, 1988

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement a parking prohibition on both sides of Avongate Drive from 9:00 a.m. to 3:00 p.m., Monday to Friday, between Parmeer Drive and Glengarry Road.

F.06.04.02

RECOMMEND ADOPTION

HER WORSHIP MAYOR HAZEL McCALLION
CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE
MISSISSAUGA, ONT.
L5B 3C1

RECEIVED
DATE SEP 27 1988
FILE No. L08.04.05
CLERK'S DEPARTMENT

u item 1

OPERATIONS/WORKS OCT 5 1988

SEPTEMBER, 26, 1988

SUBJECT: TRANSPORTATION SERVICE FOR THE DISABLED.

DEAR MAYOR McCALLION:

AFTER LISTENING TO THE CONCERNS RAISED AT THE P.V.A. MEETINGS, THE SUBJECT IN QUESTION HERE IS THE TYPE OF LICENSE, AND UNDER WHAT CATEGORY IT SHOULD BE ISSUED. HOWEVER IT APPEARS THAT THE FOCUS HAS SHIFTED TO ONE OF CLASSIFICATION: WHETHER IT SHOULD BE INTEGRATED OR SEGREGATED?

IN SELECTING EITHER OF THE CLASSIFICATIONS WHETHER IT IS A SEGREGATED OR INTEGRATED SERVICE THERE WILL BE A GREAT CONTROVERSIAL ARGUMENT AND HIDDEN COST.

ARGUMENTS AGAINST THE SEGREGATED SERVICE:

- A) BEING LABELED DISCRIMINATORY.
- B) LOSS OF PROVINCIAL AND FEDERAL GRANTS.
- C) RESTRICTED SERVICE WITH LIMITED INCOME.
- D) PROBABILITY OF MUNICIPAL SUBSIDY BEING NEEDED.

ARGUMENTS AGAINST THE INTEGRATED SERVICE:

- A) IT COULD SET A PRECEDENT FOR FUTURE ACTION TO CONVERT THE WHOLE TRANSPORTATION SYSTEM IN THE CITY. IF THIS OCCURS THERE WOULD BE ENORMOUS COST IMPLICATIONS.
- B) THE DIFFICULTY OF INSURING THE METHOD OF CONTROLL OF THE AMBULATORY FARES, AND INSURING THE SERVICE IS PRIMARILY TO THE DISABLED.

CONSIDERING THE ARGUMENTS PRESENTED AGAINST EACH OF THE SERVICES A PERSON CANNOT HELP BUT AGREE WITH BOTH ARGUMENTS. BUT THE MAIN PURPOSE WHICH WAS TO IMPLEMENT A SERVICE TO THE DISABLED, HAS BECOME WHAT APPEARS TO ME A HUMAN RIGHTS ISSUE.

IT WOULD BE MY SUGGESTION THAT THE CITY OF MISSISSAUGA WITH THE AID OF IT'S LEGAL DEPARTMENT EXPLORE THE POSSIBILITY OF INTRODUCING AND ISSUING A NEW TYPE OF LICENSE UNDER THE CATEGORY HEADING "SELECTIVE SERVICE" TRANSPORTATION DEPARTMENT.

"SELECTIVE SERVICE" MEANS: A SERVICE BEING PART OF THE WHOLE EXISTING TRANSPORTATION SYSTEM AND IT'S GOVERNING BY-LAWS SUBJECT TO SPECIFIED CONDITIONS AND PROVISIONS.

CONDITIONS AND PROVISIONS OUTLINED IN PROPOSAL #4, PREPARED BY THE LICENSING STAFF, AND PRESENTED TO THE SEPT. 13, 1988 MEETING OF THE P.V.A. WOULD FORM THE BODY OF THIS CATEGORY.

BY INTRODUCING THIS CATEGORY WE ARE CREATING A PARALLEL TRANSPORTATION SYSTEM, WHILE STILL REMAINING PART OF THE EXISTING SYSTEM AND NOT A SEPARATE SYSTEM I.E. (SEGREGATED) THUS WE AVOID THE CLASSIFICATIONS (INTEGRATED SEGREGATED) AND MEET THE REQUIREMENTS OF ALL PARTIES CONCERNED.

IN SUMMARY, BEING ONE OF THE INTERESTED PARTIES IN THE MATTER, IT IS MY INTENTION TO CONTINUE TO SEARCH FOR THE MOST APPROPRIATE METHOD OF IMPLEMENTING A TRANSPORTATION SERVICE TO THE DISABLED. THEREFORE, IT IS HOPED BY INTRODUCING THIS NEW CATEGORY 'SELECTIVE SERVICE' IT WILL FACILITATE THE PROCESS OF ISSUING THE LICENSE NECESSARY, AND THAT ALL PARTIES CONCERNED ARE SATISFIED.

YOURS SINCERLY,



SLIMAN (SOL) SALAMEH
630 BROWN'S LINE
TORONTO, ONTARIO
M8W 3V6

CC. COUNCILLOR D. CULHAM (CHAIRMAN)
MR. B. MORTENSEN (VICE-CHAIRMAN)
COUNCILLOR F. McKECHNIE
COUNCILLOR D. LANE
MAJA PRENTICE, COUNCILOR
COUNCILLOR TAYLOR
MR. RON NESBIT
DORENE VINTER



Corporate Report

Received by SEP 7 1988
Clerk's Dept.

Clerk's Files 1.08.0405.

P.V.A. DATE

Sept. 13/88
OCT 5 1988

Originator's
Files

OPERATION WORKS

DATE: September 2, 1988
TO: Chairman and Members of the Public Vehicle Authority.
FROM: William P. Taylor, P.Eng.,
Commissioner of Public Works Department
SUBJECT: Accessible Taxicabs

ORIGIN: In the summer of 1987 the Province of Ontario launched a programme to provide grants of up to \$5,000 to individuals or companies to encourage operators to purchase CSA approved accessible vehicles and integrate them into the taxicab industry.

BACKGROUND: During the fall of 1987, David Hanes, Assistant Co-ordinator for the Transportation of Disabled and Elderly Persons, Ministry of Transportation of Ontario, presented a brief on the programme to the Public Vehicle Authority.

A Sub-committee was appointed by the Authority to study the subject and make recommendations as to what guidelines and procedures should be adopted to facilitate the introduction of accessible vehicles into Mississauga's transportation system both at Pearson International Airport and in the City proper.

The sub-committee and staff spent many hours discussing the many aspects and problems involved in introducing this new type of service and vehicles into the Mississauga market which resulted in the following:

- a) a proposal for the Pearson International Airport phase of the study was adopted by the Public Vehicle Authority followed by the passing of By-law 550-88 for Airport Accessible Vehicles by City Council on August 17, 1988.
- b) the sub-committee could not come to an agreement on a solution for the introduction of accessible vehicles into the City proper transportation system.

September 2, 1988

COMMENTS:

1(a)
At the August 16, 1988 meeting of the Public Vehicle Authority, staff were directed to prepare a comprehensive report on the introduction of accessible taxicabs into the City proper transportation system.

Staff has conducted interviews with many individuals of the Mississauga transportation industry as well as with representatives of Region of Peel and the Ministry of Transportation for Ontario. Ideas and proposals were invited and staff analysed these and all other information at their disposal which had been gathered over the proceeding months.

The consensus of staff and most of those interviewed is that the implementation of accessible taxicabs into the existing transportation system is in most part "additional or supplementary service giving consideration for some degree of priority to the disabled and disadvantaged citizens of the community."

The Ontario Advisory Council for the Disabled defines "disabled" as: "any restriction or lack of ability to perform an activity in a manner or within the range considered normal."

The task at hand is a mandate to come up with an integrated taxicab service to provide the disabled and disadvantaged citizens of Mississauga with a more effective, responsive and comfortable taxicab ride with dignity than is presently available to them while not segregating such service nor increasing the present taxicab tariffs.

Of major importance throughout these deliberations and to be contained in any conditions of licensing will be for the licensee to make available the necessary accessible taxicab service to the Region of Peel Transhelp program. Transhelp has indicated a need for immediate assistance to relieve a service that has reached a point where demand for service far outstrips the supply.

Presently, persons desiring transhelp service must book 2 (two) days in advance and often cannot be accommodated at times requested.

In addition, the operator(s) of these accessible taxicabs will have access to potentially massive market if proper initiative, procedure and hard work are applied in some areas as listed below:

.../3

September 2, 1988

1 (b)

- 2(b)
- a) transfer of hospital patients;
 - b) transport patients to hospitals for treatment;
 - c) working for nursing homes - transport patients;
 - d) transport disabled students for school boards;
 - e) assist many local associations and organizations such as Mississauga Community Living; and
 - f) work through local service clubs for days of special outings for elderly and disabled.

Staff are of the opinion that agreement can be reached on a common proposal which would provide a solution to an obvious lack of proper service to an ever increasing segment of the Community.

A proposal by the Region of Peel to purchase vehicles with the assistance of Provincial grants and then lease them back to taxicab operators has been deferred indefinitely by the Region due to the uncertainty of the amount of the grant.

From information and suggestions raised at various sub-committee meetings and formal proposals submitted to the Public Vehicle Authority (see attached), four (4) distinct proposals have developed and seem worthy to be considered. The ultimate proposal chosen could be modification or combination of ideas surfacing from the various types of proposals. We will refer to these different proposals by number as listed below:

Proposal #1 - Accessible Taxicabs

Existing taxicab owners would voluntarily purchase accessible taxicab vehicles and register them under existing taxicab plates.

Conditions

- purchase a CSA approved accessible vehicle
- no additional conditions
- be encouraged to assist transhelp.

Positive Aspects

- requires no new regulations or amendments to by-law
- provides some accessible taxicab service to disabled community
- does not require issuance of new additional licences.

.../4

1(c)

Negative Aspects

- no organized service to disabled persons
- no requirement to assist Transhelp
- no 24 hour guaranteed service to disabled
- expensive outlay to taxicab owner with no guarantee increased revenue
- increased operating and insurance costs over previously purchased sedan
- could not be required to provide "priority service" to the disabled.

Conclusion on Proposal #1

Since no existing operator has as yet stepped forward to volunteer to purchase an accessible vehicle, it appears that this type of proposal is "not financially attractive" to taxicab operators. This proposal will always be open to any licensed taxicab operator.

Proposal #2 - Accessible Taxicabs

Issue six (6) new accessible taxicab licenses to existing taxicab drivers (one licence per approved applicant) who have at least five (5) continuous year of service in the taxicab industry. They would operate a dual service accessible taxicab service. Announcement would have to be made that applications would be received on a given date. Applications would be dealt with on their own merits on a first come first served basis. Vehicles would operate as any other taxicab but must make themselves available to Transhelp.

Conditions

- be a licensed taxicab driver under By-law 697-84 continuously for the past five (5) years.
- apply for accessible vehicle license by the pre set date
- applications will be dealt with on a first come, first served basis and be dealt with on own merits qualifying through criteria similar to the following:

.../5

September 2, 1988

1 (d)

- a) approved criminal record
- b) approved driving record
- c) proof of financial viability
- d) make declaration agreeing to make vehicle available to assist Transhelp
- e) made declaration agreeing to provide 24 hour "priority accessible vehicle service"
- f) fee: \$200.00 per plate - (Original)
\$100.00 per plate - (Renewal)

- one (1) licence ONLY issued to each approved applicant.
- licenses transferrable after 5 years.
- if applicant is successful and he is also on priority list - his name is NOT struck from the list.
- purchase CSA approved accessible taxicab
- be holder of or show proof of application for valid Province of Ontario Class "F" driver's license
- complete training, approved by City, on the procedures of transporting disabled person and dispensing paramedical assistance.
- maximum number of non-disabled fares per year not to exceed 1,000 trips per vehicle.

Positive Aspects

- provides integrated accessible taxicab service
- required to assist transhelp.
- required to provide 24 hour service.

Negative Aspects

- must issue new additional taxicab owner's licenses
- some difficulty in choosing who qualifies and who should be chosen for licenses
- dissatisfaction on process from those waiting on Priority List as successful applicant's name is not struck from list.
- question of dedication and commitment to giving priority service to disabled fares.
- some doubt as to continual disabled service upon transfer of license to a new owner after five (5) years

September 2, 1988

Conclusion on Proposal #2

1427

Since this proposal requires the issuance of six (6) new accessible taxicab owner's licenses with limited restrictions plus no distinctive guidelines or criteria for choosing the successful applicant, these drawbacks make this proposal difficult to support. The proposal creates doubt as to dedication to priority service to the disabled community with no one broker (if any) involved. Possible dissatisfaction from those on existing Priority List. The proposal provides six additional taxicabs on the road with very little guarantees that the service intended for those vehicles will be carried out.

Proposal #3

Offer dual purpose accessible taxicab owner licenses to six (6) of those drivers on the Taxicab Priority List (one (1) licence per approved applicant) in order of seniority. Those applicants who accept will have their names struck from the list.

Conditions

- approval of necessary record searches
- purchase a CSA approved accessible taxicab
- one (1) licence only issued to each approved applicant
- non-transferrable license for five (5) year
- name to be struck from Priority List and cannot be re-entered on the list for a two (2) year period
- must make vehicle available to Transhelp
- must give priority service to disabled and be available 24 hours (as a group)
- maximum number of non-disabled fares per year not to exceed 1,000 trips per vehicle
- complete training, approved by the City, on procedures of transporting disabled persons and dispensing paramedical assistance
- fee: \$200.00 per plate (Original)
\$100.00 per plate (Renewal)

Positive Aspects

- provides six (6) accessible vehicles to taxicab service
- some degree of guaranteed service for the disabled.

.../7

September 2, 1988

147

Negative Aspects

- lack of a person in control of a special service
- no guarantee on continual service or 24 hour service
- some dissatisfaction from those on Priority List.

Conclusion on Proposal #3

The task at hand is to find suitable taxicab operators to perform delicate, specialized service primarily to disabled citizens. Staff are of the opinion that this proposal would seem to attract only those drivers who are more anxious to obtain their own plate rather than attracting someone who is serious in wishing to provide a specialized service. Staff feel licenses issued for such service should avoid any association with the Priority List for taxicabs.

Proposal #4 - Accessible Taxicabs

Issue one operator or Limited Corporation an "Accessible Taxicab Fleet License". This license would originally permit the use of six (6) accessible taxicabs with provisions to increase this number to a limit of ten (10) vehicle licences upon proof of increased demand for service. Service provided will be integrated.

Conditions

- if the license is issued to one operator, the applicant must have been licensed under By-law 697-84 as an owner or driver for the past five (5) years continuously.
- if the applicant is a Corporation, then there must be a majority shareholder who holds at least 51% of the controlling shares and he must have been licensed as an owner or driver under By-law 697-84 continuously over the last five (5) years. The service required of such operator would be affiliated with Transhelp and in addition if the applicant is on the Priority List, his name will be struck from the list.
- must affiliate himself with Transhelp.
- will charge the taxicab tariff as presently set out in By-Law 697-84, as amended.

September 2, 1988

1198

- each vehicle not to exceed 1,000 calls per year for fares other than calls for disabled service.
- fleet license and associate plates will not be transferrable for ten (10) years.
- ensure high quality, long term 24 hours a day priority service to the disabled that is sensitive to their physical and psychological circumstances.
- provide proof of financial stability to cover costs of starting up and operating such business on a day to day basis seven days a week.
- show administrative capabilities to plan and carry out operating system.
- be accountable for provision of agreement for service to Transhelp and requirements of City regulations.
- submit a proposal to the City specifying the integrated service to be provided and the administrative structure to oversee the providing of such service.
- purchase and provide CSA approved accessible vehicles to be used as taxicabs.
- provide at least one million dollars insurance coverage for each vehicle licensed.
- each driver to be the holder of a Province of Ontario "Class F" drivers license.
- assure drivers have received instructions, approved by the City, in handling disabled persons and dispensing paramedical assistance.
- in the event of the death of the 51% majority shareholder, shares may be transferred to surviving spouse or the estate of, for continuation of licensing requirements.
- will be an integrated service.
- fees: S.A.V. - fleet license = \$ 50.00 (Original & Renewal)
each vehicle owner's license = \$200.00 (Original)
issued under fleet license = \$100.00 (Renewal)

Positive Aspects

- one person in control of operation
- strong organizational base
- good assurance of proper service
- good central control of record and operational requirements
- should provide excellent environment for expansion of such specialized service
- still involves licensed person.
- provides integrated accessible taxicab service.

Negative Aspects

- By-passes Priority List.

September 2, 1988

1 (d)

Conclusion in Proposal #4

This proposal provides one person in charge to organize, direct and oversee a very specialized service. It also provides a solid based organization on which to expand this service.

The proposal contains good controls for providing the service as well as keeping records as required, by both Transhelp and the City. This proposal would enhance any working agreement set up with Transhelp as representatives of the Region have shown a preference in dealing with one person or a limited company.

CONCLUSION:

The first three proposals would provide some degree of accessible vehicle service but to what guaranteed extent it is impossible to ascertain, while the fourth proposal appears to provide a more solid organizational foundation which should produce better guarantees for the desired amount of service to the disabled.

The fourth proposal far exceeds the first three proposals as far as having a strong organizational base and sole leadership.

Proposal 1 would be the least disruptive of all proposals. No new additional plates would be required and no amendments to present by-laws but this proposal has far less guarantees of providing continual priority service to the disabled.

As far as the City and Transhelp is concerned, it would be expected that the standard of training, upkeep of equipment and consistent level of service could be expected to be better supplied by a well run organization (Limited Corporation), through Proposal #4, than fragmented by issuing licenses to several operators.

Should failure occur in the accessible vehicle field, the least disruptive to the taxicab industry and to individuals would be if Proposal 4 was in operation. One limited company would lose where if Proposals 1 through 3 failed, a number of individuals would be left owning expensive vehicles and the City would have problems dealing with the plates that had been issued to the individual owners.

September 2, 1988

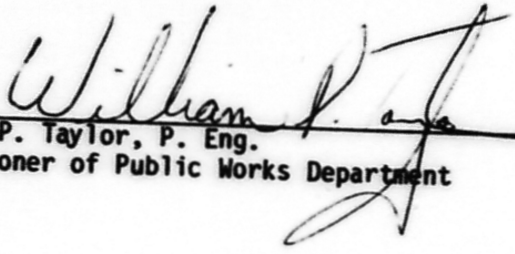
151

In summary, taking all four proposals and weighing all the positive and negative aspects of each and keeping in mind the overall mandate to Public Vehicle Authority on accessible vehicles, staff are of the opinion that Proposal 4 would provide the best possible assurance of fulfilling the overall anticipated level of priority service to the disabled citizens of Mississauga and in the meantime provide Transhelp with the best possible standard of service.

RECOMMENDATION:

That the Legal Department be directed to prepare amendments to the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs as outlined in Proposal 4 in the report dated September 2, 1988 from William P. Taylor, Commissioner of Public Works and further that:

- (a) NOTICE FOR PROPOSALS - City will advertise, as soon as possible, that proposals will be received by a date determined by staff.
- (b) SUCCESSFUL APPLICANT - staff will review all proposals and recommend to Council a successful applicant.
- (c) AGREEMENT FOR PROPOSAL - Upon approval by Council, the successful applicant must sign a declaration of agreement which will include all the conditions of issuance plus the following three major commitments:
 - (i) agrees to provide proof of order and purchase of six (6) CSA approved accessible vehicles.
 - (ii) agrees to implement special accessible taxicab service by January 1, 1989.
 - (iii) agrees to provide authenticated proof from the manufacturer or deliverer if delivery of vehicle is to be delayed.


William P. Taylor, P. Eng.
Commissioner of Public Works Department

RN/mt
10580/14-22



Corporate Report

OCT 5 1988

OPERATIONS/WORKS

Received by SEP 28 1988
Clerk's Dept.

Clerk's Files F.05.04.01
F.05.04.05

Originator's
Files

2

DATE: September 21, 1988
TO: Chairman and Members of the Operation and Works Committee
FROM: Dolores Bartl-Hofmann
Acting Director, Public Affairs
SUBJECT: Refuse Collection and Recycling Program Communication

ORIGIN: Public Affairs Office, City Manager's Department

BACKGROUND: The Operation and Works Committee, at its meeting on August 3, 1988, requested that Public Affairs prepare a report outlining the procedure by which new residences are advised of the City's refuse collection and recycling programs.

COMMENTS: Public Affairs produces pamphlets and newsletters with information on recycling and refuse collection.

The Recycling News is published twice a year in Spring and Fall in cooperation with Laidlaw Waste Systems and the Mississauga Clean City Campaign. It is distributed to all households on the recycling program. The distribution service constantly reviews new neighbourhoods to ensure that new residents receive the newsletter.

The Recycling News is also included in the Welcome Wagon information package to new residents.

The Recycling News has proven to be an effective means of communicating this information to the public. For example, during the week following the distribution of the Spring, 1988 issue, the Inquiries Officers received 507 telephone requests for Blue Boxes.

A pamphlet is distributed with Blue Boxes to new residents. It contains information on the recycling program including instructions on how to use the box as well as information on refuse collection.

...../2

September 21, 1988

2(a)

Updates on recycling and garbage pickup dates and times are regularly included in Mayor McCallion's notes for the Mayor's Hour on Cable 10.

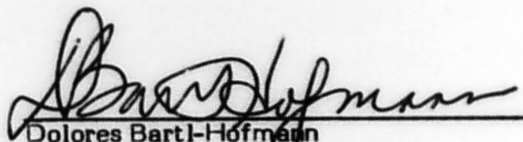
Notices are placed in the Mississauga News, the Toronto Star, and on CFRB and CHFI informing residents of holiday garbage pickup schedule changes. The newspaper notices run for two consecutive weeks prior to the holiday and the radio announcements one week prior to the holiday. These notices are frequently used to provide a secondary message on the recycling program as well.

Public Affairs has placed one notice in the Mississauga News this year telling residents how to use their Blue Box.

On request, Public Affairs provides residents with an information kit on recycling. These are available through the Information Desk.

Public Affairs has produced stickers to be placed on all new Blue Boxes with instructions on how to use the box.

RECOMMENDATION: That the report from Public Affairs outlining the procedure for communicating the City's refuse collection and recycling programs to new residents be received for information.



Dolores Bartl-Hofmann
Acting Director, Public Affairs

0671S/44-45
ps



Corporate Report

OPERATION WORKS

OCT 5 1988

Received by SEP 28 1988
Clerk's Dept.

Clerk's Files A.02.03.02.24

Originator's 11 141 00045
Files 17 111 87172
17 111 87131

DATE: September 26, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works Department
SUBJECT: Highway 403 Arterial Road Extension

ORIGIN: Public Works Department

BACKGROUND: 1. General

Plans to construct an arterial roadway within the Parkway Belt east of Cawthra Road have been considered by both the Province and Mississauga over a period of about 20 years. Some of the more relevant documents which identified the need for the roadway are noted below:

- In the mid to late 1960's, the Ontario Ministry of Transportation completed a Systems Design Report for Highway 403 which included an arterial roadway link to Dixie Road.
- In 1970, the City of Mississauga prepared a Traffic Planning Study which also identified the need for an arterial roadway between Cawthra Road and Dixie Road.
- During the mid-1970's, the City of Mississauga undertook very comprehensive official plan preparation studies. These studies included a major transportation study which confirmed the need for the arterial roadway east of Cawthra Road and showed the roadway extending to Fieldgate Drive and north along Fieldgate Drive to Eglinton Avenue. This official plan was approved by City Council in 1980 and by the Minister of Municipal Affairs and Housing in 1981.
- Also in the mid-1970's, the Provincial Government undertook studies which led to the establishment of a Parkway Belt in the area around Metropolitan Toronto. The Highway 403 Arterial Road extension lies within the segment of the Parkway Belt known as 'the Southern Link'. The Parkway Belt studies included extensive public participation and hearings and the report entitled "The Parkway Belt West Plan" was published in July 1978. This Plan has formal approval of the Ontario Cabinet.

BACKGROUND: (Continued)

3(a)

The Parkway Belt studies identified that for the section of the Southern Link east of Highway 403, the following facilities were to be accommodated within the Parkway Belt:

- * a 275 ft. wide hydro corridor;
- * a 100 ft. wide utility corridor;
- * a 220 ft. roadway corridor; and
- * a 100 ft. wide transitway corridor.

The approved Parkway Belt West Plan (July 1978) showed these facilities arranged in the above noted order with the Hydro corridor on the north side.

- In 1985, the City of Mississauga completed a major transportation study including extensive public participation which again confirmed the need for a new arterial roadway within the Parkway Belt east of Cawthra Road.
- In 1986 the Provincial/Municipal Greater Toronto Area Transportation Planning Forum confirmed the Highway 403 Arterial Road Extension project as a priority need.

In recognition of development pressures in this area of Mississauga and associated demands for improved transportation service, the City of Mississauga in October 1987 engaged the services of McCormick Rankin & Associates Ltd. and M.M. Dillon Limited to carry out the planning and preliminary design of Highway 403 Arterial Road Extension from Cawthra Road easterly. The section from Cawthra Road to Dixie Road was assigned to McCormick Rankin & Associates Ltd. The section east of Dixie was assigned to M.M. Dillon Limited.

The Ontario Ministry of Transportation has noted the connection of the roadway between Highway 403 at Cawthra Road and Dixie Road as a facility that will improve freeway operations and has, therefore, agreed to pay the full cost of this section. From Dixie Road to Eglinton Avenue, the Arterial Roadway is the responsibility of the Municipality with normal municipal subsidy being provided by the Ministry.

BACKGROUND: (Continued)

3 (h)

2. Environmental Assessment Act

In most cases, all new Municipal or Provincial road projects in Ontario are now subject to the requirements of Ontario's Environmental Assessment Act.

The exact requirements under the Act for the Highway 403 Arterial Road Extension are discussed below under two sub-sections:

From Highway 403/Cawthra Road to Dixie Road

The cost of this section will be borne by the Ontario Ministry of Transportation. The City of Mississauga, however, is coordinating the planning, design and construction.

The new arterial roadway was identified as part of the Parkway Belt Planning Studies in the 1970's. In view of the exhaustive investigations, including full public participation, and hearings that were carried out as part of the Parkway Belt West Planning Studies, the Minister of the Environment has exempted the Ministry of Transportation from the need to submit an Environmental Assessment Report for approval.

The investigations and public participation program will, however, follow the general intent of the Environmental Assessment Act. This means that the investigations and subsequent documentation will include:

- a comprehensive public involvement program;
- the identification of all impacts and associated mitigation where warranted;
- an in-depth evaluation of all reasonable alternatives;
- a full documentation of the justification for the facility.

Dixie Road Easterly to Eglinton Avenue

For this section of the arterial roadway, the City of Mississauga rather than the Ontario Ministry of Transportation is the proponent. Consequently, the exemption from the requirements of the Environmental Assessment Act does not apply.

3(12)
BACKGROUND: (Continued)

Current regulations under the Environmental Assessment Act require that for all Municipal road projects, the planning and design follow an approved Class Environmental Assessment process. The culmination of this process is the preparation of an Environmental Study Report.

Briefly, the process requires the proponent (in this case the City of Mississauga) to:

- illustrate the justification for the undertaking;
- consider a full range of alternatives;
- consider the full scope of the environment when assessing impacts; and
- carry out a full public involvement program.

The resulting Environmental Study Report must be filed in the public record and with the Municipal Clerk at least 30 days prior to the proponent proceeding with property acquisition or construction.

This 30-day period is available for members of the public to review the Environmental Study Report and submit any formal comments or objections to the Ministry of the Environment. The Ministry of the Environment will then decide whether or not the project should be approved and proceed or whether additional study, possibly including a full Environmental Assessment Report and Hearing, is required.

In addition, the Environmental Assessment Act has provisions for any member of the public to request the Minister of the Environment to "bump up" a project from the Class Environmental Assessment Category to a full Environmental Assessment.

STUDY PROCESS/
HISTORY:

The overall history of the current study for the Highway 403 Arterial Road Extension project, which commenced in October 1987, is summarized on Exhibit 1.

NEED AND
JUSTIFICATION:1. Transportation Needs Analysis

In carrying out the transportation needs review, the following steps were undertaken:

i) Redefine the Study Area.

The Study Area included the area bounded by Tomken Road, Derry Road, Highway 427 and Burnhamthorpe Road.

ii) Identify the existing problems (a.m. peak hour). These include:

- * Highway 401 (east of Dixie) - approaching capacity of core/collector system.
- * Eglinton Avenue (west of Tomken) - operating at capacity.
- * Eglinton Avenue (east of Dixie) - approaching capacity
- * Tomken Road (south of Eglinton) - approaching capacity.
- * Dixie Road (south of Eglinton) - approaching capacity.
- * Dixie Road (north of Highway 401) - operating at capacity.
- * Burnhamthorpe Road (east of Dixie) - approaching capacity.

iii) Obtain most recent growth forecast:

	<u>1987</u>	<u>1991</u>	<u>2001</u>	<u>2011</u>
Population	401,400	453,700	592,600	703,500
Employment	220,600	276,100	375,150	529,500

(It should be noted that these forecasts are greater than what was forecast previously during the preparation of the Mississauga Transportation Study.)

NEED AND
JUSTIFICATION: (Continued)

341

iv) Confirm the base network assumptions for 1991:

- * No busway
- * 6-lane Eglinton Avenue
- * 6-lane Burnhamthorpe
- * 4-lane Matheson Boulevard
- * 4-lane Rathburn Road
- * 6-lane Dixie Road
- * Completion of Highway 410

Based on the most recent future development scenarios, travel demands in the a.m. peak hour were forecast for year 1991 at three screenline locations: west of Tomken Road, west of Dixie Road and east of Dixie Road. The future projections were then compared to the available capacity at each screenline (7500) based on the network assumptions outlined in point iv).

As a result, substantial deficiencies were projected at each of the screenlines:

	<u>Demand</u>	<u>Capacity</u>	<u>Deficiency</u>
West of Tomken	14,600	7,500	-7,100
West of Dixie	12,900	7,500	-5,400
East of Dixie	11,650	7,500	-4,150

The projections make it clear that simply the expansion of the existing transportation system will not meet future transportation needs. The magnitude of the projected deficiency is so great that additional transportation facilities are required, including:

- * Highway 403 Arterial Extension
- * Mississauga Busway

... 7

341

NEED AND
JUSTIFICATION: (Continued)2. Alternatives to the Roadway

As a result of concerns raised at the March 9, 1988, Public Meeting, City Council authorized the expansion of the Study Area to include an analysis of transportation improvements other than just the new roadway.

Some thirteen categories of transportation improvements comprising a total of 21 alternatives were investigated. A brief description of this long list of alternatives is shown on Exhibit 2.

The process for evaluating this long list was as follows.

First, the ability of the alternatives to address the identified transportation needs was analyzed. Those alternatives which would not contribute to a reasonable extent to the resolution of the identified transportation needs were set aside. The resulting short list of alternatives were then analyzed and evaluated in terms of:

- transportation service (more detailed work was carried out with the short-listed alternatives);
- socio-economic impacts;
- natural environment impacts;
- ability to be implemented in the short term; and
- cost.

This analysis led to the identification of combinations of reasonable alternatives, formulated under three Transportation Plans as follows:

Transportation Plan 1

- * Widen Eglinton Avenue east of Highway 403 to six lanes so that the outside two lanes could operate as bus lanes in the peak periods.
- * Exclusive busway from Mississauga City Centre to Highway 427.
- * From Cawthra Road to Eglinton Avenue - 4-lane Highway 403 Arterial Roadway.

316)

**NEED AND
JUSTIFICATION: (Continued)**

Transportation Plan 2

- * Reserve bus lanes on Eglinton Avenue east of Dixie Road.
- * Exclusive busway from Mississauga City Centre to Highway 427.
- * Widening of Dixie Road to six lanes from Arterial Roadway to Eglinton Avenue (outside two lanes to operate as reserve bus-lanes in peak periods).
- * From Dixie Road to Eglinton Avenue - 4-lane Highway 403 Arterial Roadway.
- * From Cawthra Road to Dixie Road - 6-lane Highway 403 Arterial Roadway (outside two lanes to operate as bus-lanes in the peak periods).

Transportation Plan 3

- * Exclusive busway from Mississauga City Centre to Highway 427.
- * From Cawthra Road to Eglinton Avenue - 6-lane Highway 403 Arterial Roadway (two outside lanes reserved for buses only in the peak periods).

These three plans were presented at the Public Information Centres on June 8 and 9, 1988.

The Study Team then analyzed in further detail these three Transportation Plans. The results of this analysis are summarized on Exhibit 3.

Transportation Plan 1 is preferred and provides:

- a 4-lane arterial roadway from Cawthra Road to Eglinton Avenue;
- an accelerated widening to six lanes of Eglinton Avenue east of Cawthra Road with the outside two lanes being used exclusively for buses in the peak periods; and
- an accelerated need for the busway (anticipated to be needed by the later 1990's with this transportation plan).

3(k)

**NEED AND
JUSTIFICATION: (Continued)**

It is noted that some of the implications of adopting a 4-lane rather than a 6-lane cross-section on the Arterial Roadway are that in order to meet future transportation demands, the City will incur the cost of widening Eglinton Avenue to six lanes at an earlier date than would otherwise have been the case. Similarly, the cost of the exclusive busway will be incurred several years earlier than would have been the case with a 6-lane arterial roadway.

It is felt, however, that this is an acceptable trade-off primarily as public expectations were based on a 4-lane facility in view of earlier studies and reports.

Briefly, the decision to construct a 6-lane cross-section on the roadway when previous studies had publicly proposed a 4-lane facility was made in 1986 as a result of the Provincial-Municipal Greater Toronto Area Transportation Planning Forum.

That Planning Forum noted that the Highway 403 Arterial Roadway was a priority and that by constructing it to six lanes with the outside two lanes being used exclusively for buses in the peak periods, the comparatively expensive separate busway could be deferred several years. The provision of bus-only lanes on the arterial roadway would meet shorter-term transit needs in the most cost-effective and expedient manner.

ROADWAY ALIGNMENT: For the purposes of identifying and evaluating roadway alignments, the project was considered in two sections:

- East-west alternatives between Cawthra Road and Fieldgate Drive; and
- North-south alternatives from Fieldgate Drive to Eglinton Avenue.

It should be stressed at this point that the following are major features of this project:

- an earth berm to an elevation 5m above roadway pavement located between the roadway and the residences to the south, and
- extensive landscaping of the roadway corridor.

3W1

ROADWAY ALIGNMENT: (Continued)

These provisions will provide very significant mitigation of noise and visual impacts of both the Arterial Roadway and future busway and were inherent features of all alternatives investigated.

In addition, the berm will screen the view of many residences of the existing industrial development to the north.

1. East-West Alternatives (Cawthra Road to Fieldgate Drive)

This section of the project lies entirely within the Parkway Belt Corridor and all alternatives must protect for the facilities designated for this section of the Parkway Belt namely:

- the existing Ontario Hydro Corridor;
- the Arterial Roadway;
- a future transit way (now defined as a busway); and
- a 30m utility corridor.

Meetings with the Ministry of Municipal Affairs (the provincial agency charged with administering the Parkway Belt Plan) and Ontario Hydro were important in the identification and development of alternative alignments for the roadway in this section.

Initially, some fifteen alternative arrangements were identified for the facilities within this section of the Parkway Belt. These fifteen alternatives were screened down to a short list of four reasonable alternatives. Alternatives were set aside based upon:

- their total unacceptability to the Ministry of Municipal Affairs, and/or Ontario Hydro;
- significant disadvantages with no advantages over the four reasonable alternatives.

The four surviving Alternatives A, B, C and D are shown schematically in cross-section on Exhibit 4.

347

ROADWAY ALIGNMENT: (Continued)

These alternatives were evaluated in detail in terms of:

- transportation services;
- socio-economic impacts;
- natural environment impacts;
- ability to be implemented in the short term; and
- cost.

The results of this evaluation are summarized on Exhibit 5 with details being included in the Appendix.

As shown, Alternative C is the preferred option.

Alternative C will arrange the facilities within the Parkway Belt in the following order from north to south:

- the existing Ontario Hydro Corridor;
- the future 2-lane exclusive busway;
- the 4-lane Highway 403 Arterial Roadway;
- the landscaped visual and noise mitigation berm;
- the future 30m utility corridor.

Consequently, the recommended Plan in the east-west direction will locate the facilities within the Parkway Belt in a different arrangement to that shown in the approved 1978 Parkway Belt West Plan.

This matter has been discussed in detail with the Ministry of Municipal Affairs who have indicated that the proposed modifications are technically acceptable to Ministry staff. However, it is still necessary for the City to formally request the Minister of Municipal Affairs to carry out a deeming of the Parkway Belt Plan in order to incorporate these proposed modifications.

A deeming, in this context, means that Ministry staff will review the proposal and confirm that while details of the approved Parkway Belt Plan have been changed, the intent of the Plan has not been compromised.

312

ROADWAY ALIGNMENT: (Continued)

Some members of the public have indicated support for either Alternative A or D, both of which place some of the transportation facilities within the Hydro Corridor and thus, as far north as possible.

Ontario Hydro have stated that if Alternative D was selected, then Mississauga would immediately incur the cost of reconstructing both tower lines and relocating the Tomken sub-station. In addition, intersections with north-south roads with Alternative D would be to less than desirable standards, in view of the median width, thus potentially creating traffic operational problems.

If Alternative A was selected, than an integral part of the future busway cost would be the reconstruction of one tower line and the relocation of the Tomken sub-station.

It has been noted that with the berm in place, the proximity impacts of all four alternatives are minimal and only negligibly different. Consequently, it is not felt that the significant cost incurred by Alternative A or D is justifiable.

While Alternative B would, in fact, locate the roadway north of the future busway and thus farther from the residences, this alternative would incur significant social impact when the bus stations associated with the busway were constructed immediately adjacent to the residences to the south. This construction would require the removal of the berm and the placement of high noise walls immediately adjacent to the residences in the vicinity of the bus stations.

Consequently, the socio-economic and natural environmental impacts of recommended Alternative C are minimal and no greater than Alternatives A and D. The impacts of Alternative C are less than Alternative B (when the busway is constructed). The total cost of Alternatives C is less than Alternatives A or D.

The detailed analysis of the alternatives is appended.

2. North-South Alternatives East of Fieldgate Drive

To connect the Arterial Roadway from the vicinity of Fieldgate Drive to Eglinton Avenue, three options were identified:

Alternative 1 - on new alignment using a section of an abandoned Ontario Hydro corridor about 400m east of Fieldgate Drive.

3d

ROADWAY ALIGNMENT: (Continued)

Alternative 2 - on new alignment approximately 200m east of Fieldgate Drive.

Alternative 3 - using a large section of existing Fieldgate Drive.

The evaluation of these three alternatives is summarized on Exhibit 6 with details being provided in the Appendix.

In summary, Alternative 2 is the preferred alignment as any potential impacts of Alternative 2 of the residences to the south are mitigated by the provision of the berm. In addition, Alternative 2 provides better transportation service than either Alternative 1 or 3, in that, it provides the most flexibility for possible alignment alternatives for the future roadway extension north of Eglinton Avenue. In addition, Alternative 2 would not have to accommodate direct private access to the roadway, thus decreasing traffic service, as would be the case with Alternative 3.

PUBLIC INVOLVEMENT: 1. Public Participation Process

From the start, this project has provided for an extremely comprehensive public participation program with all study data and information being available to the public.

At the beginning of the study, an announcement was placed in The Mississauga News, informing people of the study and providing names and addresses of key team members to whom queries and concerns could be directed. This led to many telephone conversations with individual members of the public and submission of letters throughout the study process.

Exhibit 1 summarizes the more formal components of the public involvement program. At all three series of Public Information Centres/Public Meetings, printed data and reports were available for the public to take with them.

A document showing all public input on the project up to and including the September 14, 1988, Public Meeting has previously been provided to members of Council.

As a result of concerns raised by the public at the March 9, 1988, Public Meeting, City Council established a 12-person Community Advisory Committee with Councillor Prentice as Chairperson.

32km

PUBLIC INVOLVEMENT: (Continued)

Between March and September, 1988, this Committee met on four occasions. In all cases these meetings were lengthy and the Committee members are to be thanked for the intensity of work effort they put into the project.

MAJOR PUBLIC CONCERNS/RESPONSES:

The following is a discussion of the major concerns raised by members of the public during the course of the project, together with the Study Team's responses to these concerns.

1) Need for the Project

Many members of the public voiced opinions that the Highway 403 Arterial Roadway extension is not required and any transportation problems could be solved by other alternatives.

As discussed previously, a detailed transportation needs analysis was carried out. In addition, some 21 alternatives to the Roadway were investigated at various levels of detail. In summary, the results of this work show that with the committed population and employment growth in Mississauga, there will, by the year 2001, be a transportation capacity deficiency in the Study Corridor of 7,100 vehicles (peak hour one direction) east of Cawthra Road to 4,150 vehicles (peak hour one direction) east of Dixie Road. This deficiency is based on the assumption that the following major improvements will have been made by this time:

- Eglinton Avenue widened to six lanes;
- a completed Matheson Boulevard (4-lanes);
- Burnhamthorpe Avenue widened to six lanes;
- completion of the Highway 410/Highway 401 interchange;
- provision of an interchange at Courtneypark Drive and Highway 410.

This analysis has shown that the Highway 403 Arterial Roadway is fundamental to meeting these transportation needs.

3(m)

MAJOR PUBLIC
CONCERNS/RESPONSES: (Continued)

ii) Property Values

Many members of the public voiced concern that the Roadway would significantly depress residential property values in the area.

To address this issue, the City engaged the services of a specialized property appraisal consultant (Larry Bedford & Associates Ltd.). Their report was available at the September 13 and 14, 1988, Public Information Centres.

Briefly, Mr. Bedford analysed residential property sales in three study areas:

Study Area A - the residential area adjacent to and south of the Highway 403 Arterial Roadway Extension Corridor.

Study Area B - the residential area abutting existing Highway 403 between Winston Churchill Boulevard and Erin Mills Parkway.

Study Area C - south of the Queensway east between Cawthra Road and Dixie Road.

The results of the analysis of residential property sales in these areas is shown in Exhibit 7.

In summary, this analysis shows that houses backing on both the proposed Highway 403 Arterial Roadway Corridor and the Highway 403 Freeway Corridor have experienced similar property value gains over the study periods, compared to houses removed from the corridor. In addition, these gains were comparable to gains over a similar period throughout all of Metropolitan Toronto.

iii) Noise Levels

Potential noise impacts on the residences to the south was a major concern to members of the public. Following procedures and guidelines developed by the Ministry of the Environment, a detailed noise analysis was undertaken for the proposed Highway 403 Arterial Extension and future busway. It should be noted that the determination of impacts is based on the comparison of future levels with and without the facility.

3101

MAJOR PUBLIC
CONCERNS/RESPONSES: (Continued)

West of Dixie Road the ambient sound level (beyond the influences of the north-south roadways) was found to be 55± dBA based on field measurements. East of Dixie Road the ambient is dependent on the offset to Dixie Road and ranges from 46 dBA (east of Fieldgate Drive) to 60 dBA (at Dixie Road).

Four east-west and three north-south alternative alignments were considered. Future sound levels of the roadway, the busway and the ambient level assuming the construction of a five metre berm showed a negligible difference (1 dBA) among the alternatives.

Following the identification of Alternative C in the east-west direction and Alternative 2 in the north-south direction as the preferred alignment, further detailed noise analysis of the future effects of the four lane arterial and two lane busway was undertaken, assuming the construction of a five metre berm. The future noise level with the roadway and the busway in place is less than 5 dBA above the ambient. Based on accepted Provincial criteria, an increase of less than 5 dBA is considered to have little impact and does not warrant further mitigation.

iv) Visual Impact

Members of the public with houses backing onto the existing Parkway Belt Corridor were concerned about the visual impact of the Roadway.

The City is committed to providing an earth berm to a height of 5m above roadway pavement throughout the length of the project within the Parkway Belt. In addition, a significant amount of post-construction landscaping will be provided on both sides of the berm.

A detailed 1:500 scale model was prepared for a section of roadway between Tomken Road and Dixie Road. This model was on display at the September 13 and 14, 1988, Public Information Centres. The model showed not only the roadway but also the future busway, together with the existing residential development to the south, the Hydro Corridor and the industrial development to the north.

3(p)

MAJOR PUBLIC
CONCERNS/RESPONSES: (Continued)

This model, together with other analyses carried out, shows that the berm will shield the view of the roadway and the future busway as well as the vehicles on these facilities. In addition, the berm and landscaping will shield the residential uses from the existing industrial uses to the north; uses which today are visible from many of the houses to the south.

v) Air Quality

Many residents expressed concerns about a potential decrease in air quality caused by the roadway and busway.

In response to this issue, the City authorized the engagement of a specialist sub-consultant (R.W.D.I. of Guelph, Ontario) to investigate this matter. Their report was available at the September 13 and 14, 1988, Public Information Centres.

Using mathematical modeling techniques, R.W.D.I. predicted various air quality indicator levels of 27 locations across the Study Corridor. In summary, this work identified the following:

Air Quality Indicator	Predicted level	Current Provincial Guideline or Criteria
Carbon Monoxide	4ppm	30ppm
Nitrogen Dioxide	0.11ppm	0.20ppm

(Note: ppm = parts per million)

It can, therefore, be concluded that air quality impacts of the roadway and future busway will not be significant.

vi) Fieldgate Drive

Many residents expressed concerns over the future of Fieldgate Drive south of the Arterial Roadway. These concerns included:

- the design of the Fieldgate Drive/Arterial Roadway intersection;

3/9/1

MAJOR PUBLIC
CONCERNS/RESPONSES: (Continued)

- the proposed widening of Fieldgate Drive to four lanes (a project which is, in any event, in the City's 10-year capital forecast and will be required with or without the Arterial Roadway);
- safety problems on Fieldgate Drive to the south, particularly in the vicinity of the Bough Beeches Boulevard school crossing.

Notwithstanding the fact that the widening of Fieldgate Drive is in the City's 10-year road construction program, the City will carry out additional traffic studies to confirm the need and timing of this widening.

It has been concluded that the proposed intersection of Fieldgate Drive with Alignment 2 (east of Fieldgate) will operate adequately and safely.

The only option available to deal with this issue will be to close Fieldgate Drive at the Arterial. This was suggested by several members of the public. Such a course of action, however, would significantly restrict access in the area and would contribute rapidly to the deterioration of traffic service on Dixie Road.

One possibility to consider during the preliminary design would be the prohibition of turns (from the west to the south and return) at the Fieldgate/Arterial intersection, in the peak periods).

Several members of the public have suggested various options for turn prohibitions at Fieldgate Drive at the Arterial. While no such prohibitions are proposed at the present time, they will be considered during the above-noted traffic study. This study will include the involvement of the Community Advisory Committee.

vii) Traffic Operational Issues

Several members of the public raised the following issues:

It was initially proposed that the Arterial Roadway be posted as a 70km/hour facility. In response to public concerns, it is now proposed that the Roadway be a 60km/hour facility.

3(a)

MAJOR PUBLIC
CONCERNS/RESPONSES: (Continued)

Several members of the public also requested that, at least between 11:00 p.m. to 7:00 a.m., heavy trucks be prohibited from the Arterial Roadway. As parallel arterials such as Eglinton Avenue are in close proximity, it is considered reasonable to propose that trucks be prohibited from using the Arterial Roadway between the hours of 11:00 p.m. and 7:00 a.m.

viii) Utility Corridor

The recommended alignment in the east-west section (Alternative C) will, as discussed previously, result in the location of the 30m utility corridor immediately north of the residential uses between the fence and the berm. The protection of this corridor is a requirement of the Provincial Parkway Belt Plan and its need has been confirmed by the Ministry of Municipal Affairs during the course of this study.

Several members of the public commented that this corridor, which is currently unused and for which there are no imminent plans, provides an additional opportunity for further landscaping and buffering. Suggestions made by the public have included:

- additional landscaping;
- provision of a bicycle/jogging path;
- that the corridor be maintained in better order.

As the Province wishes to protect the corridor for future underground utilities, it is unlikely that the Ministry of Municipal Affairs would authorize major tree plantings along the corridor.

However, in subsequent phases of the project, the Study Team will undertake to meet with Provincial staff to determine improved levels of maintenance and to review possible improvements such as a jogging path or minor landscaping. Staff will work with the Community Advisory Committee in this regard.

31A1

CONCLUSIONS:

A major planning study has been carried out to review the need, alignment and other aspects of the Highway 403 Arterial Road Extension. This work has been performed by two consulting firms for the City -- McCormick Rankin and Associates and M.M. Dillon Limited.

The study was carried out in accordance with the requirements of the Environmental Assessment Act and involved a very significant public participation component. A Community Advisory Committee was established during the study in order to provide representative community input to the study team.

During the study the following aspects of the roadway were analyzed:

- project need
- alternatives to the project
- roadway cross-section (4 vs. 6 lanes)
- alignment
- relationship to the future busway and busway stations
- additional issues identified by the public
 - property values
 - noise levels
 - visual impact
 - air quality
 - Fieldgate Drive aspects
 - traffic operational issues
 - utility corridor

The roadway plan includes a significant level of berming (five metres above pavement) and associated landscaping for noise mitigation purposes.

The review of the road cross-section has led to the conclusion that the roadway should be built to a four lane width.

A relatively large number of alternative alignments were investigated in conjunction with the future busway and busway stations. A specific alignment, C in the east-west direction and 2 in the north-south direction, has been determined to be preferred.

36)

CONCLUSIONS: (Continued)

It is further concluded that

- the detailed design work for the section from Cawthra Road to Dixie Road should proceed immediately,
- the Environmental Study Report as required under current Environmental Assessment Legislation, should be prepared, and
- a number of other necessary actions as outlined in the recommendations of this report should be carried out.

RECOMMENDATIONS:

1. That a four lane cross section for the Highway 403 Arterial Road Extension be adopted,
2. That Alignment Alternative C in the east-west direction and Alternative 2 in the north-south direction, as indicated in the report dated September 26, 1988 from the Commissioner of Public Works, be adopted.
3. That detailed design for the section from Cawthra Road to Dixie Road proceed immediately, with construction scheduled to occur during 1989 and that the Ministry of Transportation of Ontario be so advised.
4. That the Environmental Study Report, as required under current Environmental Assessment Legislation, be prepared for the section from Dixie Road to Eglinton Avenue and filed in the public record.
5. That the Minister of Municipal Affairs, pursuant to Section 9(2) of the Ontario Planning and Development Act, be requested to deem the undertaking illustrated as Alternative C in Exhibit 4 of the report dated September 26, 1988 from the Commissioner of Public Works to be in conformity with the general intent and purpose of the Parkway Belt West Plan.
6. That construction of the earth berm in the section from Cawthra Road to Dixie Road, prior to the construction of the roadway, be investigated with appropriate Provincial staff.
7. That the matters of posted speed and night time truck prohibitions be reported on with appropriate by-laws prior to the opening of the roadway to traffic.

344
RECOMMENDATIONS: (Continued)

8. That discussion be held with Provincial staff to determine improved levels of maintenance and to review possible features such as a jogging path or minor landscaping in the buffer utility corridor immediately adjacent to residences south of the Parkway Belt.
9. That the members of the Community Advisory Committee be thanked for their significant contributions to the planning of the project and be requested to participate further in the project design and the resolution of outstanding issues.
10. That the widening of Eglinton Avenue from four to six lanes between Cawthra Road and the proposed 403 Arterial Roadway be considered in the City's 10-year road construction program.
11. That the final design of the Arterial Road/Fieldgate Drive intersection be further investigated with the Community Advisory Committee.
12. That the planned widening of Fieldgate Drive, north of Rathburn Road (a project previously anticipated to be required independent of the Arterial Roadway) be subject to further traffic studies and review with the Community Advisory Committee.

KJS/IW:edm
01211E/214E

William P. Taylor
W. P. Taylor, P. Eng
Commissioner
Public Works Department

EXHIBIT 1
STUDY HISTORY

3(107)

<u>DATE</u>	<u>ACTIVITY</u>
October 1987	- Study commenced
October 1987 to March 1988	- Transportation Needs Review
	- Development and Preliminary Assessment of Alignment Alternatives (6-lanes Arterial Roadway and Future Busway)
	- Appropriate Field Investigations and Meetings with Agencies and Groups.
January 27	- Presentation to Operation and Works Committee
February 17	- Presentation to Ward 3 Council
March 7, 8 and 9	- Public Information Centres
March 9	- Public Meeting
March 1988 to June 1988	- Expansion of Study Area
	- More detailed Transportation Needs Analysis
	- Development and Evaluation of Alternatives to the Roadway
	- Intense involvement with the Community Advisory Committee
	- Identification of 3 Alternative Transportation Plans comprising combination of an accelerated widening of Eglinton Avenue, an accelerated construction of the exclusive busway, combinations of a 4-lane or a 6-lane arterial road extension project.
June 1	- Presentation to Operations and Works Committee
June 8 and 9	- Public Information Centres (Progress report summarizing work to-date)
June 1988 to September 1988	- Detailed evaluation of the 3 Transportation Plans
	- Detailed evaluation of Arterial Roadway Alignment Options
	- More detailed work on corridor environmental issues raised by the public at the March 9 Public Meeting (noise, visual, air quality, property values).
	- Continued involvement of the Community Advisory Committee.

3(m)

- 2 -

EXHIBIT 1
STUDY HISTORY

<u>DATE</u>	<u>ACTIVITY</u>
September 7	- Presentation to Operations and Works Committee
September 13 & 14	- Public Information Centres
September 14	- Public Meeting

HIGHWAY 403 ARTERIAL ROAD EXTENSION STUDY

EXHIBIT 2

LONG LIST OF ALTERNATIVE TRANSPORTATION IMPROVEMENT INITIATIVES

3(7)

ALTERNATIVE	DESCRIPTION
1. DO NOTHING	- No 403 Arterial Road Extension - Assume: - 6-lane Eglinton Avenue - 6-lane Burnhamthorpe Road - 4-lane Matheson Blvd. completed to Renforth Drive
2. TRANSPORTATION SYSTEM MANAGEMENT	- Double left-turn lanes on Eglinton Avenue at Maingate Drive and Dixie Road - Signal coordination - Car/van-pooling - Staggered work hours
3. ADD BUSES/ROUTES	- New routes - Improve service on existing routes
4. RESERVE BUS LANES	- a) Burnhamthorpe Road - b) Eglinton Avenue - Designate outside lanes of the 6-lane roadway as reserve bus lanes, from Mississauga City Centre to Highway 427
5. EXCLUSIVE BUSWAY	- Construct busway only in Parkway Belt Corridor, from Mississauga City Centre to Highway 427
6. IMPROVE GO RAIL SERVICE	- Additional trains on Milton line
7. FREEWAY NETWORK	- a) Reconstruction at Highway 401/Dixie Road interchange to allow movements between Highway 403 and Dixie Road - b) Construction of additional ramps at Highway 403/Cawthra Road interchange to increase capacity - c) Access to/from Highway 401 near Etobicoke Creek with arterial connection to Matheson to the south, and Courtneypark to the north - d) Accelerate construction of Highway 407 from Highway 410 to Highway 427

3/4

- 2 -

EXHIBIT 2

LONG LIST OF ALTERNATIVE TRANSPORTATION
IMPROVEMENT INITIATIVES

ALTERNATIVE	DESCRIPTION
8. BURNHAMTHORPE WIDENING	- a) Widen to 8 lanes from Cawthra Road to Fieldgate Drive - b) Widen to 8 lanes from Cawthra Road to Fieldgate Drive and designate outside lanes as reserve bus lanes The following would also be required: - Major intersection improvements - Widening of Fieldgate Drive to 4 lanes from Rathburn Road to Eglinton Avenue - Associated improvements to Cawthra Road from Highway 403 to Burnhamthorpe Road
9. RATHBURN WIDENING	- Widen to 6 lanes from Cawthra Road to Ponytrail Drive with major intersection improvements - Complete link by building 4-lane bridge over Etobicoke Creek, and 4-lane section to Renforth Drive - Widening of Fieldgate Drive to 4 lanes from Rathburn Road to Eglinton Avenue would also be required
10. EGLINTON WIDENING	- a) Widen to 8 lanes from Highway 403 to Fieldgate Drive - b) Widen to 8 lanes from Highway 403 to Fieldgate Drive and designate outside lanes as reserve bus lanes Major intersection improvements would also be required.
11. MATHESON WIDENING	- Widen to 6 lanes from Highway 403 to Dixie Road - Construct 6-lane section from Dixie Road to Renforth Drive - Construct partial interchange with Highway 403

... 3

EXHIBIT 2

LONG LIST OF ALTERNATIVE TRANSPORTATION
IMPROVEMENT INITIATIVES

3181

ALTERNATIVE	DESCRIPTION
12. NEW EAST-WEST ROAD	- Reconstruction at Highway 403/Eglinton Avenue interchange to incorporate Timberlea Boulevard connections - Construct 6-lane section to connect Timberlea Boulevard to Aimco Blvd. - Widen Aimco Blvd. to 6 lanes from Maingate Drive to Creekbank Road - Construct Creekbank Road to 4 lanes from Aimco Blvd. to Eglinton Avenue
13. ARTERIAL ROAD EXTENSION IN PARKWAY BELT CORRIDOR	- Construct 6-lane Highway 403 Arterial Roadway from Cawthra Road to Eglinton Avenue

Highway 403
Arterial Road Extension Study

EXHIBIT
COMPARATIVE EVALUATION OF
ALTERNATIVE TRANSPORTATION PLANS

ALTERNATIVE FACTOR	TRANSPORTATION PLAN No. 1 (PREFERRED)		TRANSPORTATION PLAN No. 2		TRANSPORTATION PLAN No. 3	
	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE	ANALYSIS	PERFORMANCE
TRANSPORTATION BENEFIT	• 4-LANE HIGHWAY 403 ARTERIAL FROM CANTHRA TO EGLINTON • ACCELERATED WIDENING OF EGLINTON AVENUE TO 6 LANES (EXCLUSIVE BUS LANES IN PEAK PERIOD) • SEPARATE BUSWAY BY MID TO LATE 1990'S	●	• 6 LANE HIGHWAY 403 ARTERIAL FROM CANTHRA TO DIXIE • 4 LANE HIGHWAY 403 ARTERIAL FROM DIXIE TO EGLINTON • 6 LANE DIXIE FROM ARTERIAL TO EGLINTON • ACCELERATED WIDENING OF EGLINTON TO 6 LANES EAST OF DIXIE • EXCLUSIVE BUS LANES IN PEAK PERIOD ON ARTERIAL-DIXIE-EGLINTON EAST OF DIXIE • SEPARATE BUSWAY BY ABOUT YEAR 2001	●	• 6 LANE HIGHWAY 403 ARTERIAL FROM CANTHRA TO EGLINTON (INCLUDES EXCLUSIVE BUS LANES IN PEAK PERIOD) • FUTURE WIDENING OF EGLINTON TO 6 LANES • SEPARATE BUSWAY BEYOND 2001	●
SOCIO-ECONOMIC IMPACT	• LOWER SOURCE NOISE LEVELS (4 LANES VS 6 LANES) (NOTE 1) • FEWER LANES OF TRAFFIC TO BE CROSSED BY PEDESTRIANS • NOISE/VISUAL IMPACTS FROM ACCELERATED 4-6 LANE WIDENING OF EGLINTON TO 2 SINGLE FAMILY RESIDENCES AND TO THE TYNDALL NURSING HOME AND RETIREMENT RESIDENCE (INSTITUTIONAL DISRUPTION ALSO) (NOTE 5) • COMPATIBLE WITH PUBLIC EXPECTATIONS BASED UPON EARLIER STUDIES/PROJECTS WHICH RECOMMENDED A 4-LANE CROSS-SECTION	●	• LOWER SOURCE NOISE LEVELS EAST OF DIXIE (4-LANE CROSS-SECTION) (NOTE 1) • FEWER LANES OF TRAFFIC TO BE CROSSED BY PEDESTRIANS EAST OF DIXIE • MINOR IMPACTS FROM ACCELERATED 4-6 LANE WIDENING OF EGLINTON EAST OF DIXIE (VACANT LAND ON NORTH SIDE, GATEWAY POSTAL FACILITY ON SOUTH SIDE) • SIMILAR MINOR IMPACTS FROM ACCELERATED 4-6 LANE WIDENING OF DIXIE (INDUSTRIAL/COMMERCIAL PROPERTIES) • SECTION EAST OF DIXIE IS COMPATIBLE WITH PUBLIC EXPECTATIONS BASED UPON EARLIER STUDIES/PROJECTS WHICH RECOMMENDED A 4-LANE CROSS-SECTION	●	• HIGHER SOURCE NOISE LEVELS (6-LANE CROSS-SECTION) (NOTE 1) • MORE LANES OF TRAFFIC TO BE CROSSED BY PEDESTRIANS • NOT COMPATIBLE WITH PUBLIC EXPECTATION BASED UPON EARLIER STUDIES/PROJECTS WHICH RECOMMENDED A 4-LANE CROSS-SECTION	●
NATURAL ENVIRONMENT IMPACT	• MINOR IMPACTS ON BIOPHYSICAL FEATURES (4 LANES VS 6 LANES)	●	• MINOR IMPACTS ON BIOPHYSICAL FEATURES EAST OF DIXIE (4-LANE CROSS-SECTION)	●	• SLIGHTLY HIGHER BUT STILL MINOR IMPACTS ON BIOPHYSICAL FEATURES (6-LANE CROSS-SECTION)	●
ABILITY TO BE IMPLEMENTED IN THE SHORT TERM	• REQUIRES AN ACCELERATED 4-6 LANE WIDENING OF EGLINTON FROM HIGHWAY 403 TO FIELDGATE • REQUIRES EXCLUSIVE BUSWAY SOONER (BY MID TO LATE 1990'S)	●	• REQUIRES AN ACCELERATED 4-6 LANE WIDENING OF EGLINTON FROM DIXIE TO FIELDGATE • REQUIRES AN ACCELERATED 4-6 LANE WIDENING OF DIXIE FROM THE ARTERIAL TO EGLINTON • REQUIRES EXCLUSIVE BUSWAY BY ABOUT 2001	●	• CAN BE IMPLEMENTED INDEPENDANT OF OTHER TRANSPORTATION IMPROVEMENTS • DEFERS THE NEED FOR THE EXCLUSIVE BUSWAY UNTIL BEYOND 2001	●
COST: CONSTRUCTION PROPERTY	\$12,300,000 (NOTE 3) SUBJECT TO NEGOTIATION	●	\$13,400,000 (NOTE 4) SUBJECT TO NEGOTIATION	●	\$14,300,000 SUBJECT TO NEGOTIATION	●

NOTES:

1. ATTENUATION EFFECTS OF THE PROPOSED EARTH BERM WOULD MAKE THE NOISE LEVEL DIFFERENCE BETWEEN A 4 AND 6 LANE ROADWAY INDISCERNABLE TO THE RECEIVER.
2. ALL THREE ALTERNATIVES REQUIRE THAT THE EXCLUSIVE BUSWAY BE PART OF THE TRANSPORTATION PLAN. RESERVE BUS LANES, AS AN INTERIM MEASURE, PROVIDE A MEANS FOR MARKETING THE BUSWAY BUT ARE NOT A FINAL SOLUTION (WHILE TRANSIT RIDERSHIP IS INCREASED AND AUTO DEMAND IS REDUCED, OVERALL ROADWAY CAPACITY IS ALSO REDUCED).

3. DOES NOT INCLUDE WIDENING COST OF \$5,200,000 ON EGLINTON AVENUE WHICH WILL BE ACCELERATED UNDER PLAN No. 1.
4. DOES NOT INCLUDE WIDENING COST OF \$1,500,000 ON EGLINTON AVENUE AND \$1,600,000 DIXIE ROAD WHICH WILL BE ACCELERATED UNDER PLAN No. 2.
5. WIDENING OF EGLINTON AVENUE FROM 4 TO 6 LANES IS PLANNED IN ANY EVENT.

LEGEND:

● SATISFACTORY PERFORMANCE

● GOOD PERFORMANCE

● BEST PERFORMANCE

ALTERNATIVE ALIGNMENTS

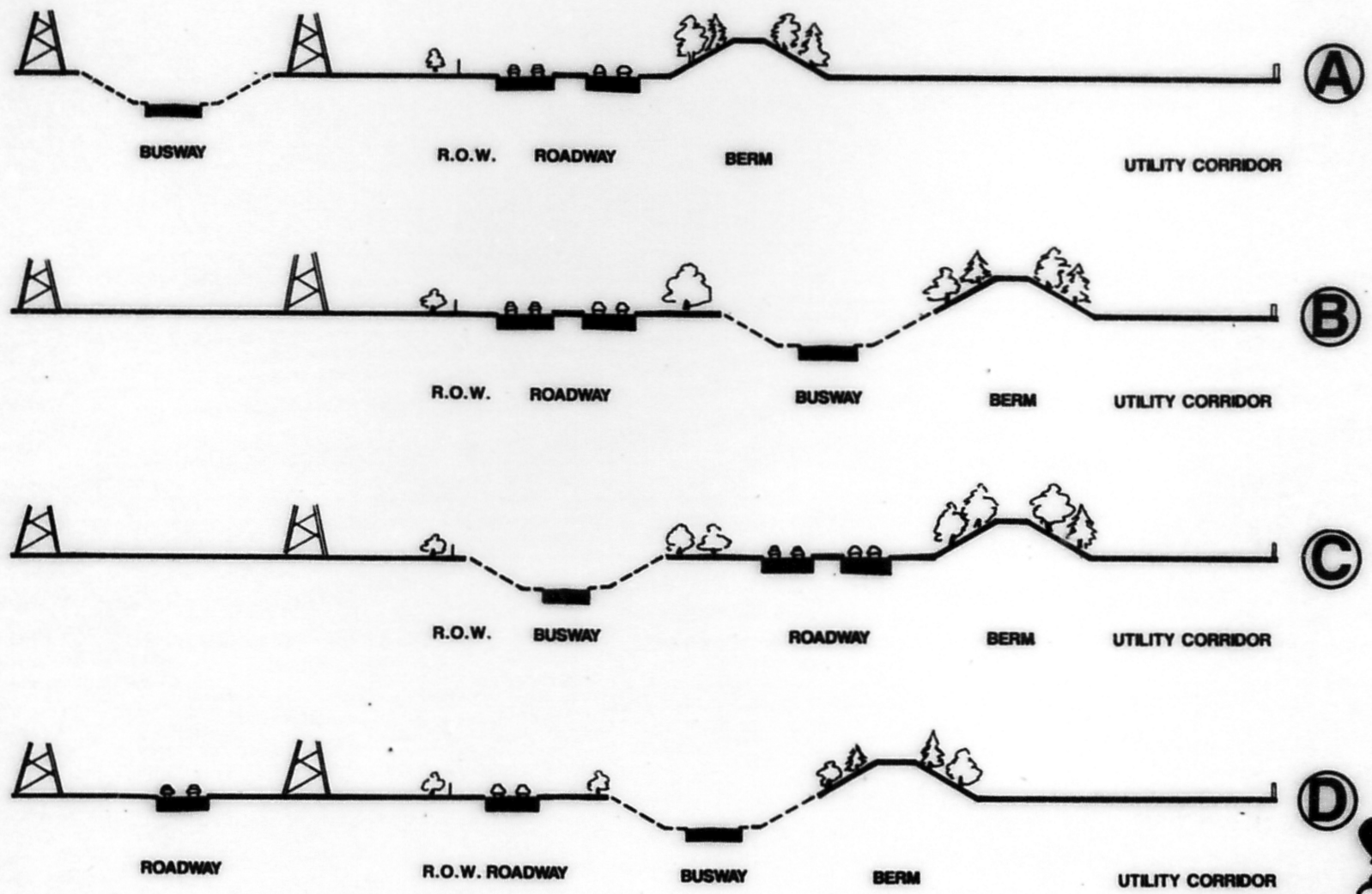


EXHIBIT 4

3446

Highway 403
Arterial Road Extension Study

EXHIBIT 5
SUMMARY COMPARISON OF EAST-WEST ALIGNMENT ALTERNATIVES
BETWEEN CAWTHRA ROAD AND FIELDGATE DRIVE

ALTERNATIVE FACTOR	ALIGNMENT A	ALIGNMENT B	ALIGNMENT C (PREFERRED)	ALIGNMENT D
TRANSPORTATION BENEFIT	●	●	●	●
SOCIO-ECONOMIC IMPACT	●	●	●	●
NATURAL ENVIRONMENT IMPACT	●	●	●	●
ABILITY TO BE IMPLEMENTED IN THE SHORT TERM	●	●	●	●
COST	●	●	●	●

LEGEND

- Satisfactory Performance/Comparatively High Potential Impact
- Average Performance/Medium Potential Impact
- Good Performance/Comparatively Low Potential Impact
- Best Performance

3(d a)

EXHIBIT 6

Highway 403
Arterial Road Extension Study

SUMMARY COMPARISON OF NORTH-SOUTH
ALIGNMENT ALTERNATIVES

ALTERNATIVE FACTOR	ALIGNMENT ALTERNATIVE 1	ALIGNMENT ALTERNATIVE 2 (PREFERRED)	ALIGNMENT ALTERNATIVE 3
	NEW ALIGNMENT ON ABANDONED HYDRO RIGHT-OF-WAY ABOUT 400 M EAST OF FIELDGATE DRIVE	NEW ALIGNMENT ABOUT 200 M EAST OF FIELDGATE DRIVE	BASICALLY USING FIELDGATE DRIVE
TRANSPORTATION BENEFIT			
SOCIO-ECONOMIC IMPACT			
NATURAL ENVIRONMENT IMPACT			
ABILITY TO BE IMPLEMENTED IN THE SHORT-TERM			
COST			

NOTES: 1) FOR FURTHER DETAIL, PLEASE REFER TO ANALYSIS TABLE.

2) ALL THREE NORTH-SOUTH ALIGNMENT ALTERNATIVES ARE COMPATIBLE WITH
THE FOUR EAST-WEST ALIGNMENT ALTERNATIVES (A, B, C, AND D) DISCUSSED ELSEWHERE

LEGEND:

 SATISFACTORY PERFORMANCE
  GOOD PERFORMANCE
  BEST PERFORMANCE

342

STUDY AREA	BASE YEAR	AVERAGE HOUSE PRICE (\$)					
		ABUTTING CORRIDOR (2)			REMOVED FROM CORRIDOR (2)		
		BASE YEAR	JUNE 1988	% GAIN	BASE YEAR	JUNE 1988	% GAIN
'A' PROPOSED ARTERIAL	JUNE 1983	104,000	230,000	121%	125,000	270,000	116%
'B' (EXISTING) (HIGHWAY 403)	AUG. 1980	95,000	260,000	174%	93,000	215,000	131%
'C' (EXISTING) (QUEENSWAY)	-	NOT AVAILABLE	225,000	NA	NOT AVAILABLE	225,000	NA

- NOTES: 1. AVERAGE METRO-WIDE HOUSE PRICE GAIN FROM JUNE '83 TO JUNE '88 WAS 128%
2. HOUSES "ABUTTING CORRIDOR" REFERS TO THOSE HOUSES THAT BACK DIRECTLY ON TO THE ROADWAY OR PARKWAY BELT CORRIDOR. HOUSES "REMOVED FROM CORRIDOR" REFERS TO HOUSES IN THE SAME GENERAL AREA AS THOSE ABUTTING, BUT SOMEWHAT REMOVED FROM THE ROADWAY OR PARKWAY BELT CORRIDOR.

EXHIBIT 7

HIGHWAY 403
ARTERIAL ROAD EXTENSION STUDY

SUMMARY OF RESIDENTIAL
PROPERTY VALUE ANALYSIS

344)

APPENDIX

Detailed Analysis and Evaluation of Alternatives

- East-West Section
- North-South Section

2/15/91

HIGHWAY 403 ARTERIAL ROAD EXTENSION STUDY - ANALYSIS C1 ALIGNMENT ALTERNATIVES BETWEEN CAMTHRA ROAD AND FIELDGATE DRIVE

	ALIGNMENT 'A' (Busway within Hydro corridor/ Arterial/Berm)			ALIGNMENT 'B' (Arterial/Busway/Berm)			ALIGNMENT 'C' (Busway/Arterial/Berm)			ALIGNMENT 'D' (Arterial within Hydro corridor/ Busway/Berm)		
	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT
TRANSPORTATION BENEFIT												
a) Service/capacity provided by Arterial Road	Good	N/A	-	Good	N/A	-	Good	N/A	-	Fair due to wide median	None	Lower Level of Service
b) Traffic Operation	Good	N/A	-	Good	N/A	-	Good	N/A	-	Fair due to wide median	None	Potential increase in accident rates
c) Compatibility with/ Impact on future busway	Poor	Potential hydro tower relocation and protection required	Additional costs	Poor	Replace berm with noise wall where required	Additional costs	Good	None	-	Poor	Replace berm with noise wall where required	Additional costs
SOCIO-ECONOMIC IMPACT												
a) Area of Land Required												
- publically owned land in the Parkway Belt	13.6 ha	-	-	20 ha	-	-	13.7 ha	-	-	20.1 ha	-	-
- Hydro lands in Parkway Belt	2.0 ha	Hydro will be compensated	-	2.4 ha	Hydro will be compensated	-	1.2 ha	Hydro will be compensated	-	29.5 ha	Hydro will be compensated	-
- privately owned land in the Parkway Belt	0.5 ha	-	-	0.5 ha	-	-	0.5 ha	-	-	0.5 ha	-	-
b) Buildings Removed	1	None	1	1	None	1	1	None	1	1	None	1
c) Visual Impacts on houses south of Parkway Belt.	Arterial visible	Construct 5m berm with landscaping	Ability to see Arterial negligible; positive visual impact of berm and screening of industries	Arterial visible	Construct 5m berm with landscaping	Ability to see Arterial negligible; positive visual impact of berm and screening of industries	Arterial visible	Construct 5m berm with landscaping	Ability to see Arterial negligible; positive visual impact of berm and screening of industries	Arterial visible	Construct 5m berm with landscaping	Ability to see Arterial negligible; positive visual impact of berm and screening of industries
d) Noise Impacts on residential areas south of Parkway Belt	Future noise level predicted to be 59 dBA, 4 dBA above ambient (55)	Construct 5m berm (Provides ±5 dBA reduction to roadway noise level)	Mitigated noise level predicted to be 57 dBA, 2 dBA above ambient; not significant	Future noise level predicted to be 59 dBA, 4 dBA above ambient (55)	Construct 5m berm (Provides ±5 dBA reduction to roadway noise level)	Mitigated noise level predicted to be 57 dBA, 2 dBA above ambient; not significant	Future noise level predicted to be 61 dBA, 6 dBA above ambient (55)	Construct 5m berm (Provides ±5 dBA reduction to roadway noise level)	Mitigated noise level predicted to be 58 dBA, 3 dBA above ambient; not significant	Future noise level predicted to be 58 dBA, 3 dBA above ambient (55)	Construct 5m berm (Provides ±5 dBA reduction to roadway noise level)	Mitigated noise level predicted to be 57 dBA, 2 dBA above ambient; not significant

	ALIGNMENT 'A' (Busway within Hydro corridor/ Arterial/Berm)			ALIGNMENT 'B' (Arterial/Busway/Berm)			ALIGNMENT 'C' (Busway/Arterial/Berm)			ALIGNMENT 'D' (Arterial within Hydro corridor/ Arterial/Berm)		
	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT
e) Effects on Pedestrians	Pedestrians using Cawthra/Tomken & Dixie will have to cross Arterial	Traffic signal timing will accommodate pedestrian needs	Pedestrians will cross arterial using signalized crosswalk	Pedestrians using Cawthra/Tomken & Dixie will have to cross Arterial	Traffic signal timing will accommodate pedestrian needs	Pedestrians will cross arterial using signalized crosswalk	Pedestrians using Cawthra/Tomken & Dixie will have to cross Arterial	Traffic signal timing will accommodate pedestrian needs	Pedestrians will cross arterial using signalized crosswalk	Pedestrians using Cawthra/Tomken & Dixie will have to cross Arterial	Traffic signal timing will accommodate pedestrian needs	Pedestrians will cross Arterial using signalized crosswalk; however may require 2 cycles due to width of intersection
f) Compatibility with Parkway Belt Plan.	Not compatible with Plan since Busway located within Hydro ROW	N/A	Not compatible	Included in Plan	N/A	Compatible	Included in Plan	N/A	Compatible	Not compatible with Plan since Arterial located within Hydro ROW	N/A	Not compatible
NATURAL ENVIRONMENTAL IMPACT												
a) Impact on Little Etobicoke Creek	Siltation during construction	Normal mitigation measures including sediment traps	Negligible	Siltation during construction	Normal mitigation measures including sediment traps	Negligible	Siltation during construction	Normal mitigation measures including sediment traps	Negligible	Siltation during construction	Normal mitigation measures including sediment traps	Negligible
b) Impact on Existing Vegetation	Minimal vegetation in study area	None	Minimal	Minimal vegetation in study area	None	Minimal	Minimal vegetation in study area	None	Minimal	Minimal vegetation in study area	None	Minimal
ABILITY TO BE IMPLEMENTED IN THE SHORT-TERM	Poor	-	-	Good	-	-	Good	-	-	Poor	-	-
COST (\$ millions)												
<u>Arterial</u>												
a) Construction Cost(1)	11.0	-	-	11.1	-	-	10.8	-	-	27.6	-	-
b) Property Cost(2)	.8 to 1.3	-	-	.9 to 1.5	-	-	.6 to .9	-	-	7.6 to 14.9	-	-
c) Total Project Cost	11.8 to 12.3	-	-	12.0 to 12.6	-	-	11.4 to 11.7	-	-	35.2 to 42.5	-	-
<u>Additional Costs</u>												
a) Effect on Future Busway/Stations	7.7 5.4 to 10.9 (property)(2)	-	-	3.6	-	-	.3 .28 to .55 (property)(2)	-	-	3.4	-	-

(1) Based on 4 lane section

(2) Assuming \$250,000 - \$500,000/ha (\$100,000 - \$200,000/acre) for lands owned by Hydro; no cost associated with publically owned land within Parkway Belt

346
(775)

LAST REV: 29 AUG 88

HIGHWAY 403 ARTERIAL ROAD EXTENSION STUDY - EVALUATION OF ALTERNATIVES BETWEEN FIELDGATE DRIVE AND EGLINTON AVENUE

PAGE 1 of 3

FACTOR/CRITERIA	ALTERNATIVE 1 (Eastern alignment)			ALTERNATIVE 2 (Central alignment)			ALTERNATIVE 3 (Western alignment)		
	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT
TRANSPORTATION SERVICE									
a) Service/capacity provided by Arterial road	Good level of service (one possible future access for lands east of Arterial)	N/A	Good level of service	Good level of service (one possible future access for lands east of Arterial)	N/A	Good level of service	Fair level of service (multiple accesses on west side reduce roadway efficiency)	Continuous left turn lane will help reduce friction	Fair level of service
b) Compatibility with future arterial extension north of Eglinton Avenue	Alternative is not compatible with Creekbank alignment alternatives without major property damage	Reduction in design speed will create some additional flexibility in alignment design	Not compatible with Creekbank alignment alternatives without a significant reduction in design speed	Fully compatible with both Creekbank and Etobicoke Creek alignment alternatives	N/A	Fully compatible	Alternative is not compatible with Etobicoke Creek alignment alternatives without major property damage	Reduction in design speed will create some additional flexibility in alignment design	Not compatible with Etobicoke Creek alignment alternatives without a significant reduction in design speed
c) Effects on operation of Eglinton Avenue	Provision of one additional intersection creates minor impact on traffic operations on Eglinton	Spacing to nearest intersection (400m+/-) is excellent and signals can be co-ordinated	Minor impact	Provision of one additional intersection creates moderate impact on traffic operations on Eglinton	Spacing to nearest intersection (200m+/-) is acceptable, but less than the desirable spacing of 300 metres. Signals can be co-ordinated.	Moderate impact	No new intersections created on Eglinton Avenue (Arterial uses existing Fieldgate)	N/A	Negligible impact
d) Traffic operations on existing Fieldgate Drive	Negligible impacts on traffic operations	Spacing to nearest intersection (300m+/-) is acceptable and signals can be co-ordinated	Negligible impacts	Negligible impacts on traffic operations	Spacing to nearest intersection (300m+/-) is acceptable and signals can be co-ordinated	Negligible impacts	Negligible impacts on traffic operations	Provides maximum signal spacing on Fieldgate between Arterial and Dough Beeches (550m+/-)	Negligible impacts

2/1/89

HIGHWAY 403 ARTERIAL ROAD EXTENSION STUDY - EVALUATION OF ALTERNATIVES BETWEEN FIELDGATE DRIVE AND EGLINTON AVENUE

PAGE 2 of 5

FACTOR/CRITERIA	ALTERNATIVE 1 (Eastern alignment)			ALTERNATIVE 2 (Central alignment)			ALTERNATIVE 3 (Western alignment)			COMMENTS
	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	
SOCIO-ECONOMIC IMPACTS										
a) Area of land required										
- publically owned land in the Parkway Belt (HGS)	0 ha	N/A	nil	0 ha	N/A	nil	0 ha	N/A	nil	Alternative 1 uses an abandoned Hydro right-of-way (some additional land required)
										Alternative 2 uses developable land
- Hydro lands outside the Parkway Belt	1.7 ha	Hydro will be compensated	nil	0 ha	N/A	nil	0 ha	N/A	nil	not within a service easement or existing road right-of-way
- privately owned land designated Industrial use	2.3 ha	Subject to negotiation	nil	3.4 ha	Subject to negotiation	nil	2.5 ha	Subject to negotiation	nil	Alternative 3 uses existing Fieldgate Drive right-of-way (some additional land required)
	-----			-----			-----			
Total area req'd:	4.0 ha			3.4 ha			2.5 ha			
b) Buildings removed	0	N/A	nil	0	N/A	nil	0	N/A	nil	No buildings removed under any alternative.
c) Effects on access to industries on west side of Fieldgate Drive	no impact	N/A	no impact	no impact	N/A	no impact	Increase in traffic on Fieldgate Drive component of Arterial may create access problems for industry	Provide continuous left turn lane and service road along the Fieldgate Drive component	Residual impact not considered significant	Access to industries on west side of Fieldgate remains intact with all alternatives. Alternative 3 requires direct access onto the Arterial.

348

HIGHWAY 403 ARTERIAL ROAD EXTENSION STUDY - EVALUATION OF ALTERNATIVES BETWEEN FIELDGATE DRIVE AND EGLINTON AVENUE

PAGE 3 of 5

FACTOR/CRITERIA	ALTERNATIVE 1 (Eastern alignment)			ALTERNATIVE 2 (Central alignment)			ALTERNATIVE 3 (Western alignment)			COMMENTS
	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	
SOCIO-ECONOMIC IMPACTS (cont'd)										
d) Impact on development potential of Industrially designated lands east of Fieldgate	Dissects lands btwn Fieldgate Drive and Etobicoke Creek Both large and small lot development can be accommodated Internal collector/access roads for lands east and west of Arterial required	Permit one intersection on Arterial	Minor impact on development potential	Large lot development can be accommodated between Fieldgate and the Arterial Requires reverse frontage on Arterial (frontage onto existing Fieldgate) Internal collector/access roads for lands east of Arterial required	Permit one intersection on Arterial	Minor impact on development potential	Allows for a number of development options for lands east of Fieldgate Internal collector/access roads for lands east of Fieldgate required	Permit one intersection on Arterial	Minor impact on development potential	
e) Visual impacts on houses east of Fieldgate, south of Hwy Belt	Arterial visible to some extent from homes on Audubon at a distance of +/- 200 metres	Construct additional section of berm east of Fieldgate	Minor impact	Arterial visible to some extent from homes on Audubon at a distance of +/- 200 metres	Construct additional section of berm east of Fieldgate	Minor impact	Negligible impact as Arterial follows Fieldgate alignment	N/A	Negligible impact	
f) Noise impacts on residential uses south of Hwy Belt	Increase in ambient noise level is predicted to be less than 5 dBA which is not considered significant	Construction of additional berm section east of Fieldgate will further attenuate Arterial noise	Potential increase in current noise levels is not significant (within MOE guidelines)	Increase in ambient noise level is predicted to be less than 5 dBA which is not considered significant	Construction of additional berm section east of Fieldgate will further attenuate Arterial noise	Potential increase in current noise levels is not significant (within MOE guidelines)	Increase in ambient noise level is predicted to be less than 5 dBA which is not considered significant	N/A (Arterial follows Fieldgate alignment)	Potential increase in current noise levels is not significant (within MOE guidelines)	

3/18/01

HIGHWAY 403 ARTERIAL ROAD EXTENSION STUDY - EVALUATION OF ALTERNATIVES BETWEEN FIELDGATE DRIVE AND EGLINTON AVENUE

PAGE 4 of 5

COMPARISON OF ALTERNATIVES BETWEEN FIELDGATE DRIVE AND EGLINTON AVENUE											PAGE 4 of 5
FACTOR/CRITERIA	ALTERNATIVE 1 (Eastern alignment)			ALTERNATIVE 2 (Central alignment)			ALTERNATIVE 3 (Western alignment)			COMMENTS	
	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT		
SOCIO-ECONOMIC IMPACTS (cont'd)											
g) Effects on pedestrians	Pedestrians using Fieldgate would have to cross the Arterial roadway	Traffic signal timing would accommodate pedestrian needs	Pedestrians would have to cross Arterial, but would cross at a signalized crosswalk	Pedestrians using Fieldgate would have to cross the Arterial roadway	Traffic signal timing would accommodate pedestrian needs	Pedestrians would have to cross Arterial, but would cross at a signalized crosswalk	Design is such that pedestrians do not have to cross the Arterial	N/A	Negligible effects		
h) Effects on Fieldgate Drive, south of Arterial	Traffic volumes are predicted to grow with or without the Arterial, i.e., the Arterial has negligible effects on this growth	City plans, in any event, to: - widen Fieldgate to 4 lanes - provide signals at Fieldgate and Dough Beeches	Widened Fieldgate will accommodate traffic. A new signal at Dough Beeches will improve vehicular and pedestrian access at Fieldgate	Traffic volumes are predicted to grow with or without the Arterial, i.e., the Arterial has negligible effects on this growth	City plans, in any event, to: - widen Fieldgate to 4 lanes - provide signals at Fieldgate and Dough Beeches	Widened Fieldgate will accommodate traffic. A new signal at Dough Beeches will improve vehicular and pedestrian access at Fieldgate	Traffic volumes are predicted to grow with or without the Arterial, i.e., the Arterial has negligible effects on this growth	City plans, in any event, to: - widen Fieldgate to 4 lanes - provide signals at Fieldgate and Dough Beeches	Widened Fieldgate will accommodate traffic. A new signal at Dough Beeches will improve vehicular and pedestrian access at Fieldgate	City of Mississauga plans to widen Fieldgate Drive to 4 lanes and provide signals at Fieldgate and Dough Beeches. These plans are independent of the Arterial road project.	

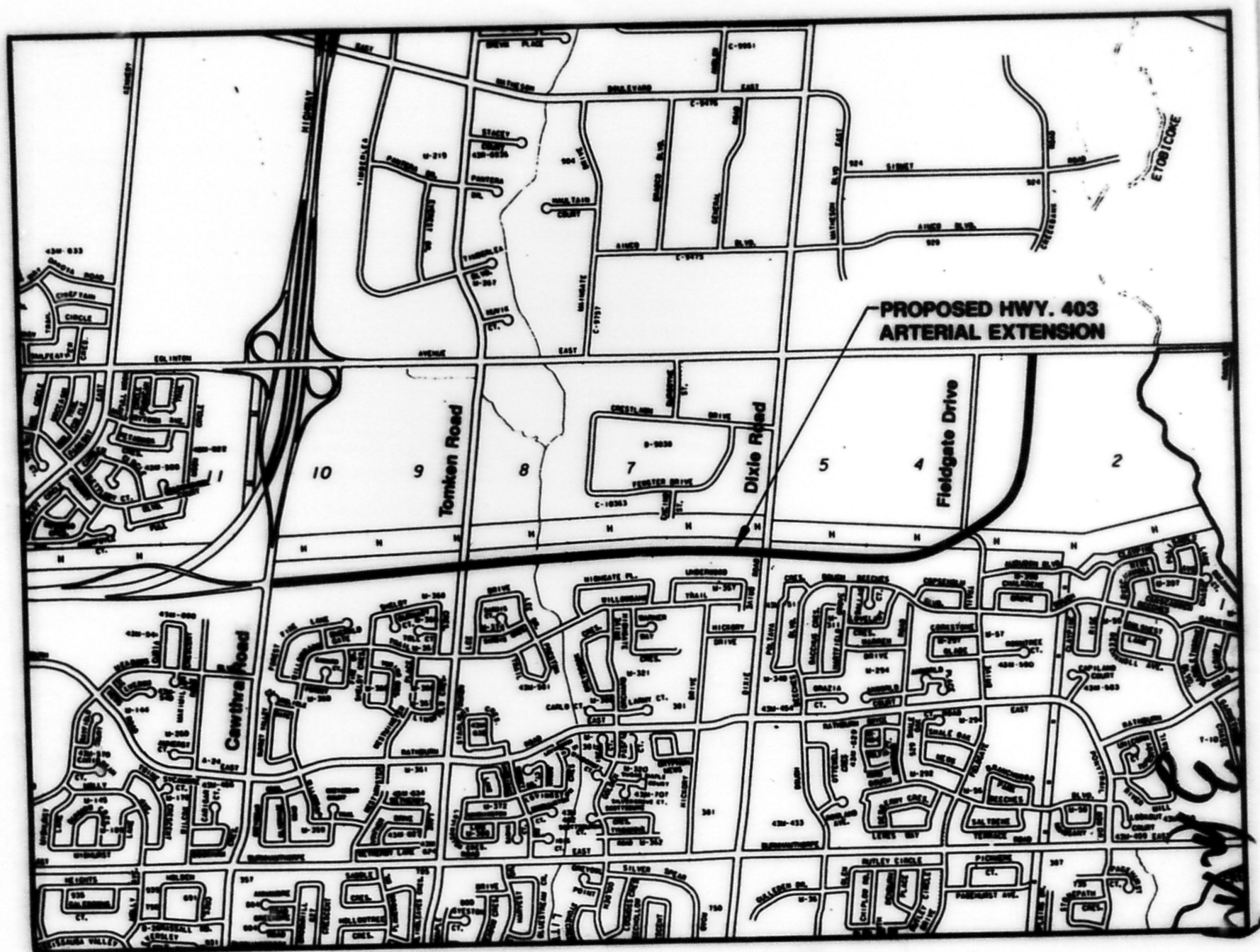
2122

HIGHWAY 403 ARTERIAL ROAD EXTENSION STUDY - EVALUATION OF ALTERNATIVES BETWEEN FIELDGATE DRIVE AND EGLINTON AVENUE

PAGE 5 of 5

Handwritten signature/initials

ALTERNATIVE 1 (Eastern alignment)											ALTERNATIVE 2 (Central alignment)			ALTERNATIVE 3 (Western alignment)			PAGE 5 of 5
FACTOR/CRITERIA	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	POTENTIAL IMPACT	PROPOSED MITIGATION	RESIDUAL IMPACT	COMMENTS							
NATURAL ENVIRONMENT IMPACTS																	
a) Impact on Environmental Policy Area 'A' forest	0.8 ha affected, 1 ha with potential future impacts due to salt and exposure	Protection of another forest section from future development	To be determined during detail design	1.5 ha affected, 2 ha with potential future impacts due to salt and exposure	Protection of another forest section from future development	To be determined during detail design	0.7 ha affected, 1 ha with potential future impacts due to salt and exposure	Protection of another forest section from future development	To be determined during detail design	The wooded area has recently been clearcut by the owner which, in effect, reduces the net impacts of constructing the Arterial. Since the area has not been grubbed, some potential for regrowth exists. Alternative 3 has lowest potential impact on the natural environment.							
b) Impact on other treed areas	1 ha of other woodlot removed, 1 ha with potential future impacts due to salt and exposure	Sufficient tree planting	To be determined during detail design	Central hedgerow removed	Sufficient tree planting	To be determined during detail design	Hedgerow near Fieldgate removed	Sufficient tree planting	To be determined during detail design								
ABILITY TO BE IMPLEMENTED IN THE SHORT-TERM																	
	Good	-	-	Good	-	-	Good	-	-								
COST																	
Construction cost	\$3,000,000	-	-	\$2,600,000	-	-	\$2,500,000	-	-								
Property cost	Subject to negotiation	-	-	Subject to negotiation	-	-	Subject to negotiation	-	-	Does not include construction cost for Fieldgate Drive realignment.							





#3

**MISSISSAUGA BOARD OF TRADE
'BETTER FOR BUSINESS'**

October 5, 1988

OPERATIONS WORKS. OCT 5 1988

Madame Mayor, Chairman Cook and Members of the Operations
and Works Committee:

My name is Fred Troughton and I am here this morning in my capacity as
President of the Mississauga Board of Trade.

The Mississauga Board of Trade represents over 1700 member companies in
Mississauga, which in turn employ over 100,000 individuals.

The Board continues to have a vested interest in road and highway projects
in the City of Mississauga and throughout the Region of Peel. Users of
the Mississauga road system, be they from the Mississauga residential
community or its business community, are experiencing the effect of traffic
volume, and the negative externalities it generates. In order for the
quality of life of those who live and work in Mississauga to be maintained
and heightened, and, for Mississauga to experience continued residential
development and economic growth, our road systems must be efficient and
effective in their purpose.

In its letter to Council on March 22nd of this year, the Board supported
the timely construction of this project, and asked that residents' concerns
about the project's impact upon them be addressed during the design process.
The Board is now satisfied that through the Community Advisory Committee,
the city planners and the project design consultants have effectively and
realistically addressed and resolved the residents' expressed concerns over
air, sight and noise pollution, the need for the extension, and its impact
on property values in the area.

For this reason, and because of its analysis of the project and the experts'
recommendations, the Mississauga Board of Trade supports Commissioner Taylor's
September 26th report to the Operations and Works Committee. Similarly, the
Board encourages construction of the Highway 403 Arterial Road Extension
under Transportation Plan 1, East-West Alignment C, and North-South Alignment 2.

Thank you

Fred Troughton, President
Mississauga Board of Trade

MISSISSAUGA EXECUTIVE CENTRE, THREE ROBERT SPECK PARKWAY, SUITE 100, MISSISSAUGA, ONTARIO L4Z 2G5
• TELEPHONE (416) 273-6151 • FAX 273-4937 •



OPERATIONS/WORKS OCT 5 1988

Received by SEP 28 1988
Clerk's Dept.

Clerk's Files J.O.L.O.Y

Originator's
Files 13 111 00008
11 141 00045

DATE: September 21, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
SUBJECT: Ten Year Transit Service Strategy Plan

ORIGIN : Public Works Department

BACKGROUND : On May 24, 1988 the Minister of Transportation of Ontario presented a report entitled "Transportation Directions for the Greater Toronto Area". The purpose of the presentation is to announce the Province's plans and intentions regarding various transportation initiatives for the Greater Toronto Area.

On June 15, 1988, the Operation & Works Committee received a report from the Commissioner of Public Works regarding the Minister's announcement and its implications on the City of Mississauga. It was stated in this report that it was difficult for the City to respond adequately to many of the suggested transit service improvements because there was no cohesive intermediate term implementation plan for City transit services. For the longer term, during the 1985 Mississauga Transportation Study, the City has identified the Mississauga busway and three north/south transit corridors along Dixie Road, Hurontario Street and Erin Mills Parkway as the ultimate rapid transit plan. In addition, short term implementation planning of transit service improvements is addressed annually during the budget preparation and approval process. However, in light of the provincial announcement on transportation improvements in the Greater Toronto Area it appeared appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions.

In the Commissioner's report it was recommended that staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a ten-year transit service strategy plan.

continued ...

September 21, 1988

4(a)

COMMENTS :

Public Works and Transit Department staff have met a number of times regarding the proposed study and have determined an approach to such a study.

Early contact was also made with senior Ministry of Transportation of Ontario (M.T.O.) staff. In light of the Minister's announcement it appears that the Ministry has strong interest in furthering the development of transit in rapidly growing areas such as Mississauga. As a result, strong support for the proposed Transit Service Plan was indicated.

The study is proposed to consist of a two phased approach. The product of Phase 1 will be an initial ten year Transit Service Strategy Plan for the City with particular emphasis on expansion and improvement of the City's bus services and related priorities for road widenings and extensions, transit priority and traffic management with measures, cross boundary services, rapid transit corridors and GO-Transit improvements, service co-ordination and fare integration with GO-Rail and other transit services and related transportation requirements.

In Phase 2, the above elements can be examined in more detail and it is expected that feasibility analysis and preliminary design may be carried out.

Phase 1 is planned to be substantially completed by the end of 1988. This timing will allow the conclusions of the Transit Service Plan to be included in the City's 1989 budget and capital forecast. In addition, early completion of Phase 1 will permit the inclusion of the appropriate project costs into the M.T.O. 1989 - 1990 fiscal year budget.

It has been concluded that since time is of the essence in completing Phase 1 of the study, it will be necessary to recommend a direct appointment of a consultant to assist staff in the completion of Phase 1. Meetings have been held with Mr. Neil Irwin, Managing Director, IBI Group, the consultant who assisted senior M.T.O. staff in the Provincial transportation review leading to the Minister's announcement.

continued ...

September 20, 1988

A proposal for Phase 1 work has been requested and received. The proposal has been reviewed in detail by Public Works and Transit staff. In addition MTO staff have been asked to review the proposal.

The upset limit cost of the assignment is \$103,000. The MTO is expected to subsidize the study at the rate of 75%.

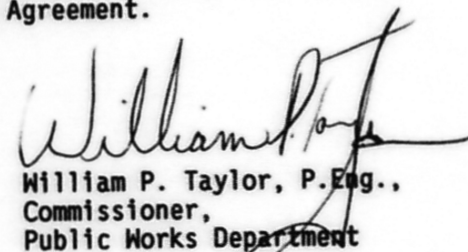
CONCLUSIONS :

The Public Works and Transit Departments have met regarding the development of a Ten-Year Transit Service Strategy Plan. A proposal for such a study has been requested and received from Mr. Neil Irwin, Managing Director, IBI Group. The upset limit cost of the study is \$103,000 which the MTO is expected to subsidize at a rate of 75%.

In order for the study to be completed by the end of 1988 such that it can be used as input into the preparation of the City's and MTO's budgets, it has been concluded that a direct appointment should be recommended. It is concluded that the above noted study should be proceeded with in accordance with the IBI study proposal.

RECOMMENDATIONS :

1. That the firm of IBI Group, The Richmond Duncan Building, 240 Richmond Street West, 5th floor, Toronto, Ont., M5V 1W1, be retained to prepare a Ten Year Transit Service Strategy plan at an upset limit cost of \$103,000 subject to receiving MTO subsidy of 75% of the consultant's study cost,
2. that \$25,800, which represents the City's share of the study cost, be allocated from the City Manager's Contingency Fund, and
3. that the Mayor and Clerk be authorized to execute necessary Engineering Agreement.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Department


KJS:jb/edm
0812E/214E



Corporate Report

Received by SEP 28 1988
Clerk's Dept.

Clerk's Files M-830

Originator's
Files

File M-830
11-141-00045

OCT 5 1988
OPERATIONS/WORKS

DATE: September 9, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Waiving of Condition III.3 of Schedule 'C' of the Servicing Agreement with respect to Lot 14, Plan M-830, Gaspero Developments Limited-Parkwood Place Subdivision, located north of Eglinton Avenue West and west of McLaughlin Road (sketch attached).

ORIGIN: Request from Bazil Developments Inc. on behalf of Gaspero Developments Limited, the developer of Parkwood Place Subdivision, located north of Eglinton Avenue West and west of McLaughlin Road.

COMMENTS: Under the terms of Condition III.3 of Schedule 'C' of the Servicing Agreement, the developer, Gaspero Developments Limited (255 Yorklands Blvd., Suite 119, Willowdale, Ontario, M2J 1S3) agreed that the main wall of any structure or building shall not be closer than 1.5 metres from any abutting designated walkway.

The foundation of the house being constructed on Lot 14 adjacent to the walkway Block 22, has been installed such that the clearance on the walkway is 1.2 metres. The developer is requesting that the City waive the minimum 1.5 metres requirement for Lot 14.

The proposed grades for Lot 14 have been reviewed and it has been determined that the drainage of the lot can be accommodated within this reduced setback.

CONCLUSION: The minimum setback between the house located on Lot 14 and the walkway Block 22 can be reduced from 1.5 metres to 1.2 metres in view of the fact that, the grading of the lot can be accommodated within this reduced setback.

5(a)

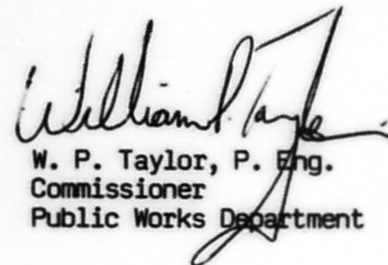
Operations and Works Committee

-2-

RECOMMENDATION: That Condition III.3 of Schedule 'C' of the Servicing Agreement for Parkwood Place Subdivision, Plan M-830, located north of Eglinton Avenue West and west of McLaughlin Road, be waived with respect to Lot 14.

AWM/jam
0389E/143E

c.c. R.G. Charlton


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

This is a detailed site plan for a residential development. The plan shows four lots: Lot 13 at the top right, Lot 14 at the top left, Lot 15 on the middle left, and Lot 16 at the bottom left. A diagonal line, labeled 'BLOCK 22', runs from the top center towards the bottom right. Along this line is a '1.2M HIGH CHAIN LINK FENCE WALKWAY'. Several buildings are shown: '501 B' and '502 C' are located near Lot 16; '605 B' is situated between Lot 14 and Lot 15; and '611-C14' is located between Lot 13 and Lot 14. The plan includes numerous dimensions for lot areas, building footprints, and setbacks. Specific setbacks are noted as '6.0 Cor A' and '7.5 MIN.'. A curved boundary on the right side is defined by 'A=10.42' and 'R=17.25'. A 'HYD.' symbol is located near the bottom right. The plan also shows various internal dimensions for building layouts and setbacks, such as '11.89', '18.29', '14.33', and '17.57'.



Corporate Report

OPERATIONS/WORKS OCT 5 1988

Received by SEP 28 1988
Clerk's Dept.

Clerk's Files T-86037

Originator's T-86037
Files 11 141 00045

DATE: September 9, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Exemption from Major Watercourse Improvement Levy to be granted to 488236 Ontario Limited, T-86037, located south of Courtneypark Drive East and east of Kennedy Road.

ORIGIN: Commissioner of Public Works

COMMENTS: 488236 Ontario Limited (1520 The Queensway, Toronto, Ontario, M8Z 1T6) is proposing an industrial development on lands located south of Courtneypark Drive East and east of Kennedy Road as shown on the attached sketch. Under the standard Financial Agreement this developer would be responsible for paying a Major Watercourse Improvement Levy in the amount of \$260,060.66 based on the area of 31.736 ha and the present rate of \$8,194.50 per ha.

Under the Servicing Agreement for Plan T-86037 the developer is constructing a storm water channel across Ontario Hydro and M.G.S. property and a trunk storm sewer within the development varying in size from 1650mm (66 inches) to 1950mm (78 inches) which will also provide an outlet for external upstream lands. The estimated value of the storm water channel and the trunk storm sewer works is \$689,030.00.

The estimated cost of the trunk storm sewer oversizing works in excess of 1500mm (60 inch) diameter to be undertaken is \$343,230.00.

CONCLUSION:

Since the total cost of the channel and storm sewer oversizing works in excess of 1500mm (60 inch) diameter (\$343,230.00) exceeds the Major Watercourse Improvement Levy (\$260,060.66) payable by 488236 Ontario Ltd., this developer should be granted full credit against the Major Watercourse Improvement Levy payable for this plan.

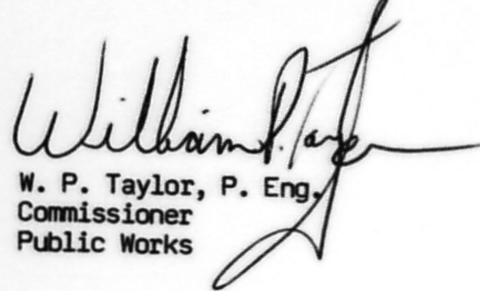
6(a)

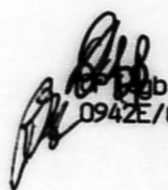
.....2

Files: T-86037
11 141 00045

RECOMMENDATION:

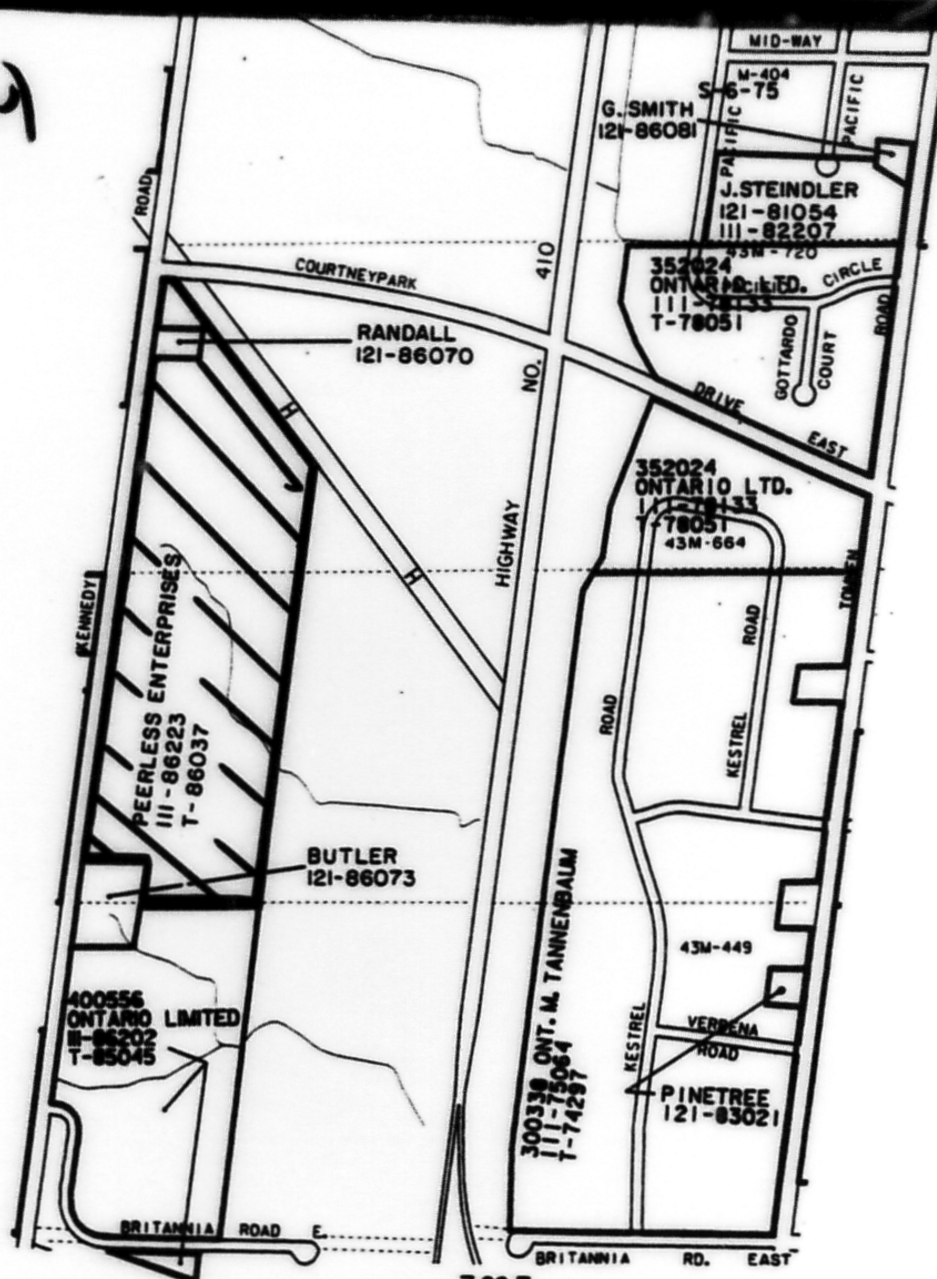
That the Financial Agreement for Plan T-86037, located south of Courtneypark Drive East and east of Kennedy Road, indicate that a full credit is to be afforded to the developer against the Major Watercourse Improvement Levy.


W. P. Taylor, P. Eng.
Commissioner
Public Works


0942E/052E

6/1/84

Z-43-W



Z-36-E

Z-43-E



MISSISSAUGA

Public Works Department

**488236 ONT. LTD.
INDUSTRIAL SUBD.
21T-86037**

FILE No.



Corporate Report

Received by
Clerk's Dept. SEP 28 1988

Clerk's Files M-371

OPERATIONS/WORKS OCT 5 1988

Originator's
Files M-371 and
11-141-00045

DATE: September 22, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Draw on the developer's securities for the completion of the above ground service deficiencies including sidewalk, noise barrier, boulevard sodding and lot grading in Ontario Court Subdivision, Plan 43M-371, located south of Britannia Road West and west of Queen Street (sketch attached).

ORIGIN: Engineering Agreement between Nortick Enterprises Limited and Alaska Holdings Limited, (c/o Day, Wilson, Campbell, Suite 1300, 33 Yonge St., Toronto, Ontario, M5E 1T1), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: In accordance with the requirements of the Engineering Agreement for Plan 43M-371, the developer was originally required to complete top course asphalt by October 15, 1982. This completion date was later extended to October 15, 1983 and finally to June 30, 1986 due to slow house sales.

A schedule for the proposed date of placement of top asphalt was requested from the developer and their engineering consultants on September 16, 1986, with no response. A further notification advising of the June 30, 1986 completion date was sent on May 26, 1987. The response to this letter included a request from the developer for a further delay to Mid July 1987.

City Council at its meeting of July 15, 1987 approved a recommendation that the Commissioner of Public Works be authorized to complete the outstanding top course of asphalt, top stage of curb and boulevard sodding on Ontario Court. The developer, upon receiving notice of City Council's intentions to draw on his securities, completed the top course of asphalt and top curb. Since that time, no further action has taken place to complete the remaining outstanding above-ground deficiencies.

7(10)

Operations and Works Committee

-2-

COMMENTS
(Cont'd)

In a letter dated August 15, 1988, the developer was requested to provide a schedule for the outstanding above-ground works. No response was received. In a letter dated September 12, 1988, the developer was advised that a recommendation would be forwarded to City Council at their meeting of October 11, 1988 to complete the outstanding works. No response has been received from the September 12, 1988 letter.

CONCLUSION:

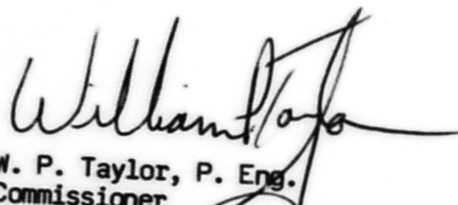
It has been concluded that the developer has had sufficient time and notice from the City to complete the remaining above ground deficiencies in the Ontario Court Subdivision. It is recommended that the City draw on the developer's securities in order to have this work completed.

RECOMMENDATION: That the City of Mississauga:

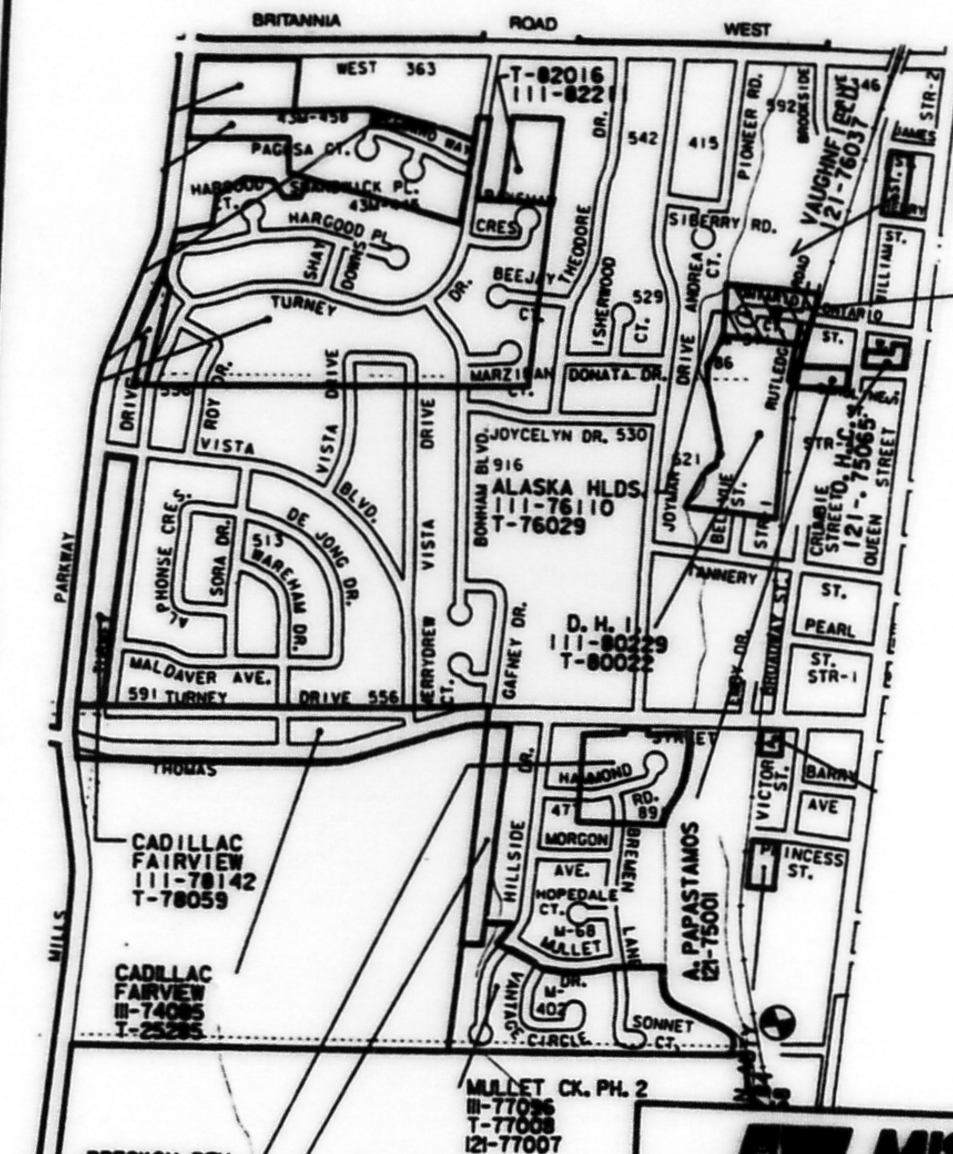
- a) Complete the outstanding above ground service deficiencies (currently estimated at \$40,000.00) in the Ontario Court Subdivision, Plan 43M-371, located south of Britannia Road West and west of Queen Street,
- b) Draw on the Letter of Credit securing the municipal works for Plan 43M-371 (currently valued at \$41,050.30), to defray the costs incurred by the City pursuant to recommendation (a) above.

C-
AWM/jam
0389E/225E

c.c. R.G. Charlton
L.J. Harvey
W.H. Munden
I.W. Scott
M.D. Zamojc
W.J. Richmond
West Toronto Distributors Ltd. and
Bettener Holdings (formerly Alaska Holdings Ltd.)
c/o Day, Wilson, Campbell
Suite 1300, 33 Yonge St., Toronto, Ont., M5E 1T1


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

7th



Ontario Court
Subdivision
PLAN 43M-371



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

Ontario Court Subdivision
PLAN 43M-371
Draw on Developers securities to
complete outstanding above ground
deficiencies.



Received by SEP 28 1988
Clerk's Dept.

Clerk's Files M-424

OCT 5 1988

OPERATIONS/WORKS

Originator's
Files M-424 and
11-141-00045

DATE: September 22, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Draw on the developer's securities for the completion of outstanding grading works in Kenley Subdivision, Plan 43M-424, located north of Derry Road and west of Winston Churchill Boulevard (sketch attached).

ORIGIN: Servicing Agreement between Kenley Developments Limited (95 Bridgeland Avenue, Toronto, Ontario, M6A 1Y8), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: In accordance with the Servicing Agreement for the subject development and as a requirement of the assumption of this subdivision, the developer agreed to grade and seed the undeveloped lots and blocks (lots 66 and 67, blocks 135-141). To date this work remains incomplete.

The developer was advised in letters dated May 13, 1988 and September 9, 1988, that this work has not yet been completed and should be undertaken as soon as possible. To date, no response has been received from the developer.

CONCLUSION: It has been concluded that the developer has had sufficient time and notice from the City to remedy the outstanding grading deficiencies in the Kenley Subdivision. It is recommended that the City draw on the developer's securities in order to have this work completed.

Operations and Works Committed

-2-

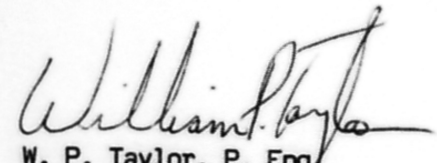
8(a)

RECOMMENDATION: That the City of Mississauga:

- a) Complete the outstanding grading works (currently estimated at \$5,000.00) in the Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Blvd.,
- b) Draw on the Letter of Credit securing the outstanding works for Plan 43M-424, currently valued at \$22,750.00, to defray the costs incurred by the City pursuant to recommendation (a) above.

AWM/jam
0839E/225E

c.c. R.G. Charlton
L.J. Harvey
W.H. Munden
I.W. Scott
M.D. Zamojc, Region of Peel
W.J. Richmond


W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Corporate Report

OCT 5 1988

Received by SEP 28 1988
Clerk's Dept.

Clerk's Files 02/4/84

Originator's
Files 02/4/84
11-141-00045

9

DATE: September 15, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal works for Queentario Plaza, Ref. Plan 43R-11702, located north of The Queensway W. and east of Highway 10 (sketch attached).

ORIGIN: Servicing Agreement dated June 13, 1984, between 578646 Ontario Limited, (130 Dundas St. E., Suite 302, Mississauga, Ontario, L5A 1W7), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of a commercial plaza. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

CONCLUSION: As the developer has complied with all the requirements of the Servicing Agreement, the City should assume the municipal works and release all remaining securities for this subdivision.

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for 578646 Ontario Limited, Ref. Plan 43R-11702, located north of the Queensway W. and east of Highway 10,

a(a)

Operations and Works Committee

-2-

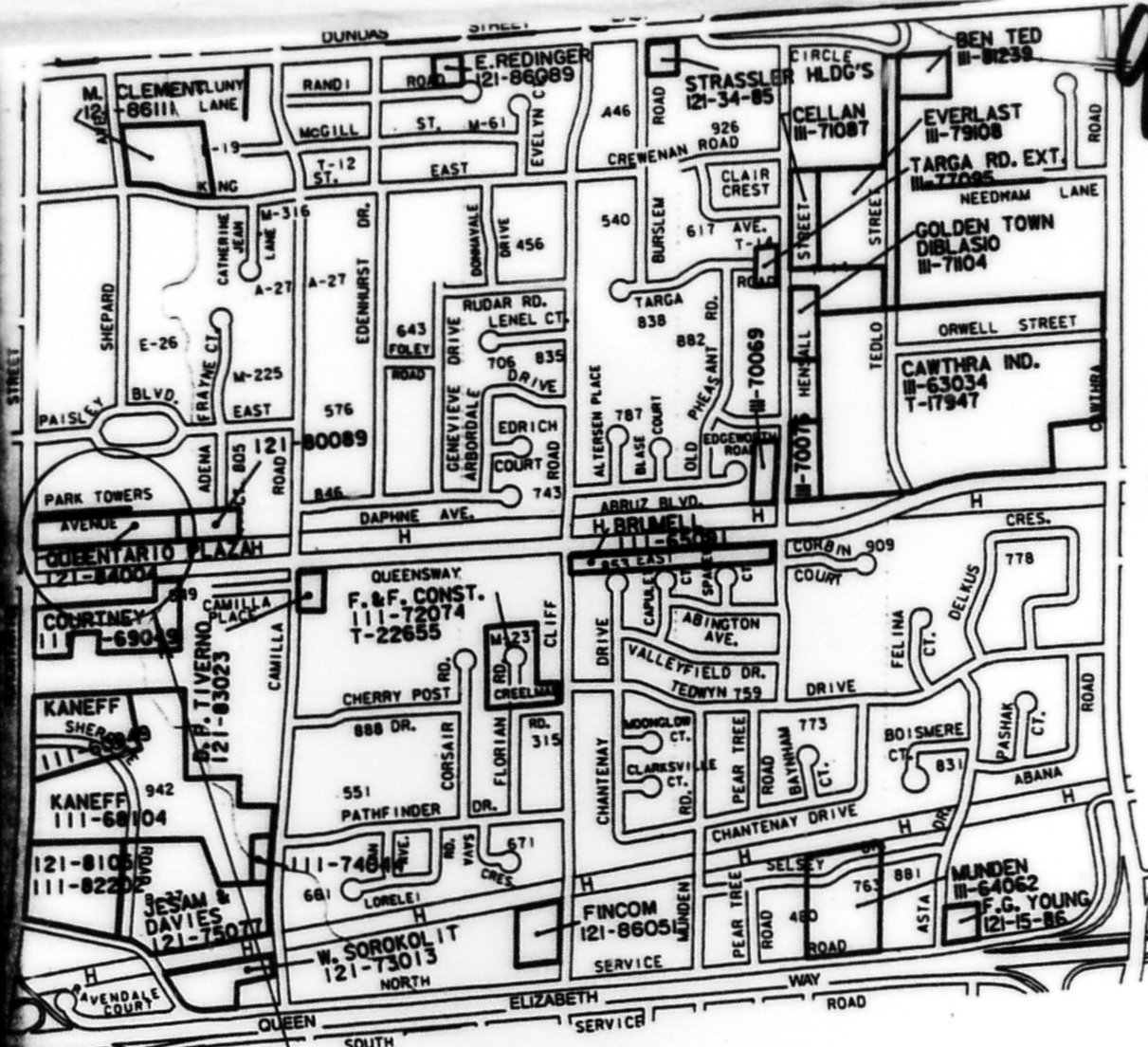
September 15, 1988

- b) return the Letter of Credit (current value \$19,221.90) securing the Servicing Agreement for Ref. Plan 43R-11702 to the developer, 578646 Ontario Limited.

RR *[Signature]*
DNDam
0389E/143E

c.c. R.G. Charlton
W.H. Munden.
Councillor D. Cook
P. Marchiori
L.J. Harvey
J. Pitushka
I.W. Scott
M. Zamojc, Region of Peel
P. Davies

[Signature]
W. P. Taylor, P. Eng.
Commissioner
Public Works Department



SITE



**MISSISSAUGA
Public Works**

DEVELOPMENT ENGINEERING

QUEENTARIO PLAZA
02/4/84
REF. PLAN R11720

10 **Corporate
Report**

OPERATIONS/WORKS OCT 5 1988

Received by SEP 28 1988
Clerk's Dept.

Clerk's Files 02/89/86
02/73/84

Originator's
Files 02-89/86, 02-73/84
11 141 00045

DATE: September 22, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal works for Ready Motors Import Ltd., Plan 43R-12657, 02-89/86, 02-73/84, located south of Dundas St. East and east of Hwy. 10 (sketch attached).

ORIGIN: Servicing Agreement dated August 14, 1985 between Ready Motors Imports Limited (2678 Bloor Street West, Toronto, Ontario, M8X 1A5), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of a car dealership. As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

CONCLUSION: It is concluded that since the developer has complied with all requirements of the Servicing Agreement, the City should assume the municipal works and release all remaining securities for this site.

RECOMMENDATION: That the City of Mississauga:

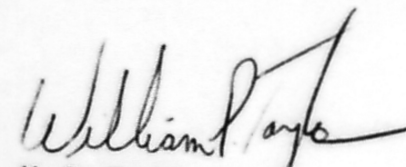
- a) assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Ready Motors Import Ltd., Plan 43R-12657, 02-89/86, 02-73/84, located south of Dundas Street East and east of Hwy 10,

10(a)

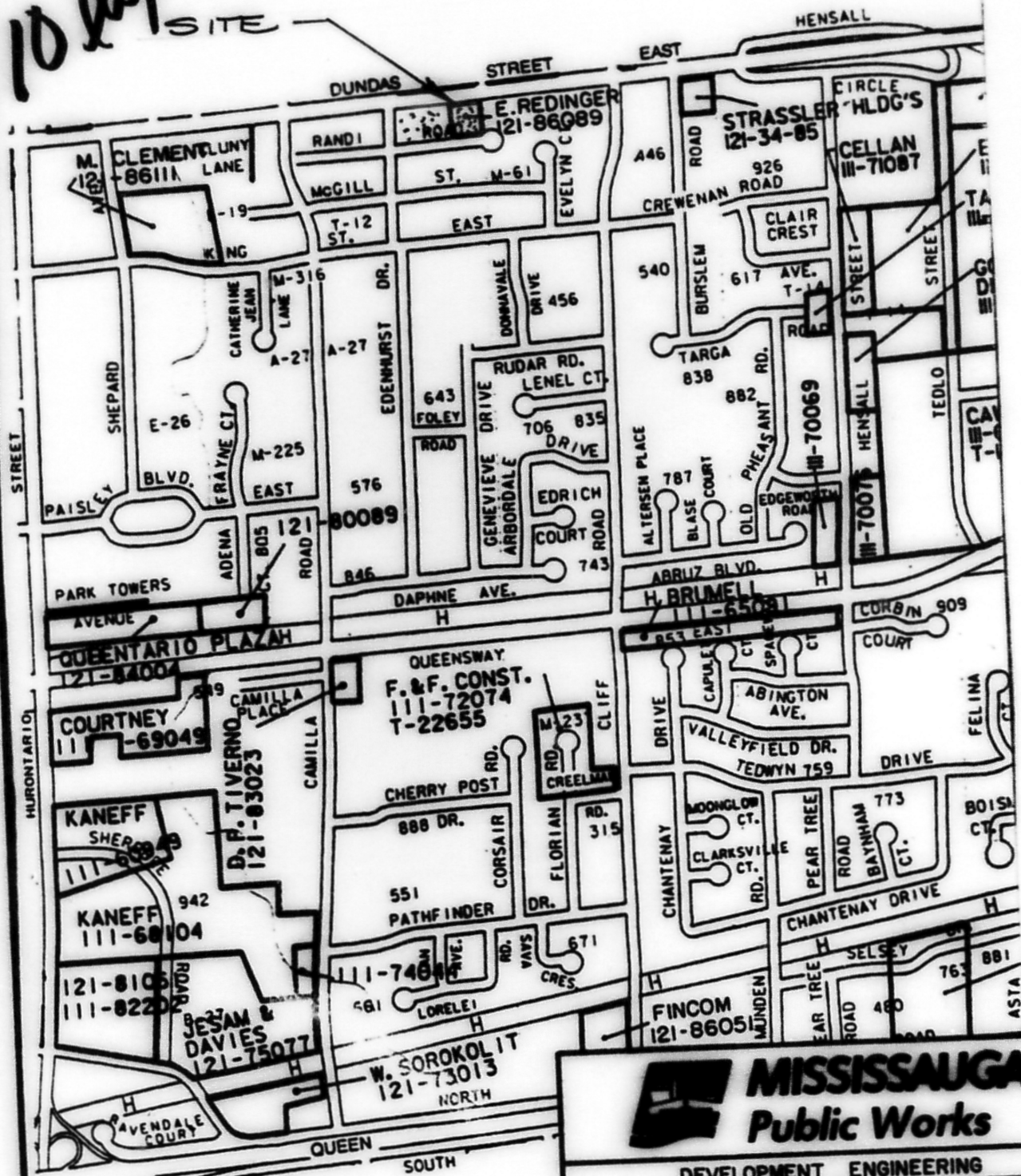
- b) return the Letter of Credit (current value \$49,785.62) securing the Servicing Agreement for Plan 43R-12657, 02-89/86, 02-73/84, to the developer, Ready Motors Import Ltd.

EB
jam
0389E/225E

c.c. W.H. Munden
I.W. Scott
R.G. Charlton
J. Pitushka
L.J. Harvey
G.J. Savage
P. Marchiori
Councillor Cook


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

10 X SITE



MISSISSAUGA

Public Works

DEVELOPMENT ENGINEERING

READY MOTORS LTD.
02/89/86, 02/73/84
43R-12657



Corporate Report

Received by
Clerk's Dept.

SEP 28 1988

Clerk's Files

02/39/78

11 141 00045
Originals 121 78039
Files

OPERATIONS/WORKS OCT 5 1988

DATE : September 23, 1988
TO : Chairman and Members of Operations and Works
FROM : W. P. Taylor, Commissioner, Public Works Department
SUBJECT : Assumption of Municipal Works for Erindale Landing, 1646 Dundas Street West, Ref. Plan 43R-11072, located south of Dundas Street West and east of Mississauga Road (sketch attached).

ORIGIN: Servicing Agreement dated October 11, 1983, between Donnygar Enterprises Inc. (c/o Mr. Michael Chu, 3319C Bloor Street West, Toronto, Ont. M8Z 1E7,) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS : The subject development consists of one commercial lot. As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

CONCLUSION : It is concluded that, since the developer has complied with all of the requirements of the Engineering Agreement, the City should assume the municipal works and release all the main securities for the subdivision.

continued ...

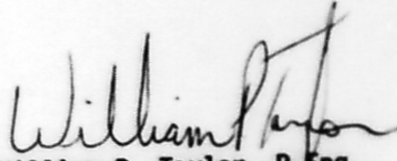
11(a)
Chairman & Members of
Operations & Works Committee

September 23, 1988

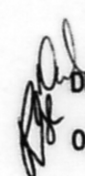
- 2 -

RECOMMENDATION : That the City of Mississauga :

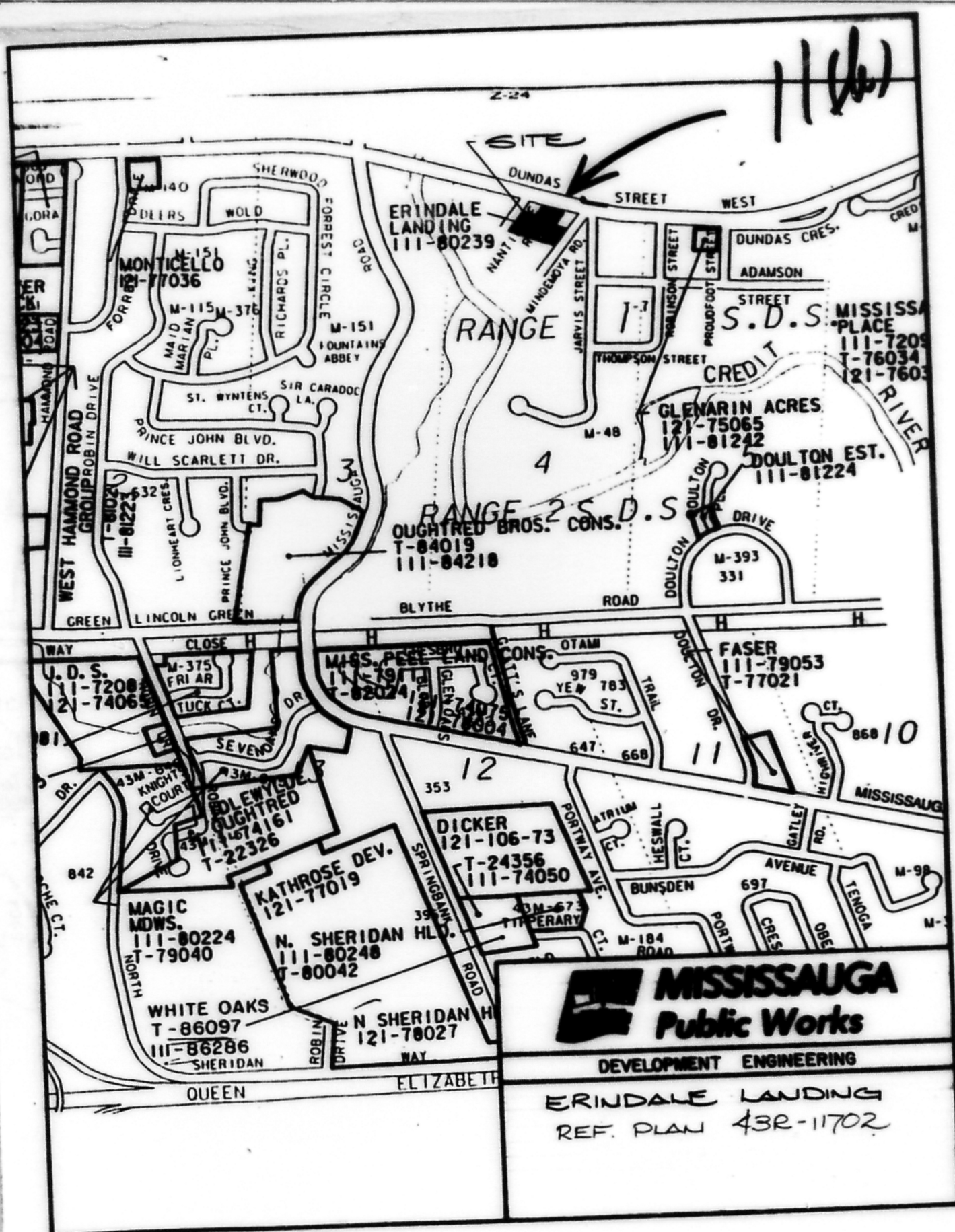
- a) Assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Erindale Landing, Ref. Plan 43R-11072 located south of Dundas Street West and east of Mississauga Road,
- b) Return the Letter of Credit (current value \$25,110.20) securing a Servicing Agreement for Ref. Plan 43R-11072 to the developer, Donnygar Enterprises.


William P. Taylor, P. Eng.,
Commissioner,
Public Works Department

cc : R.G. Charlton
L. Harvey
J. Pitushka
I.W. Scott
J. McKitchan, Region of Peel
P. Marchiori
W. Munden

 DW:jb

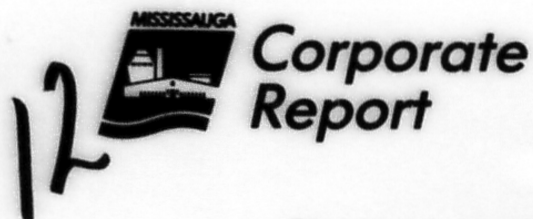
0389E



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

ERINDALE LANDING
REF. PLAN 43R-11702



OCT 5 1988

OPERATIONS/WORKS

Received by
Clerk's Dept. SEP 28 1988

Clerk's Files F.02.02
M-240
M-241

Originator's
Files M-240
M-241
11-141-00045

DATE: September 15, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal works for Wimpey-Sorrento Industrial Subdivision, Plan M-240 and M-241, located north of Britannia Road East and east of Tomken Road (sketch attached).

ORIGIN: Servicing Agreement between George Wimpey Canada Limited and Sorrento Developments Limited, (50 North Queen Street, Toronto, Ontario, M8Z 5Z6), the City of Mississauga and the Regional Municipality of Peel dated as follows:

REGISTERED PLAN

DATE OF AGREEMENT

M-240
M-241

March 2, 1978
March 2, 1978

COMMENTS: The subject development consists of 56 industrial lots and 5 industrial blocks. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned plans. The remaining securities in the amount of \$130,975.39 should be released to the developer, George Wimpey Canada Ltd., and Sorrento Developments Ltd.

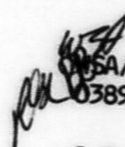
CONCLUSION: It is concluded that, since the developer has complied with all the requirements of the Engineering Agreements, the City should assume the municipal works and release all remaining securities for this subdivision.

RECOMMENDATION: That the City of Mississauga:

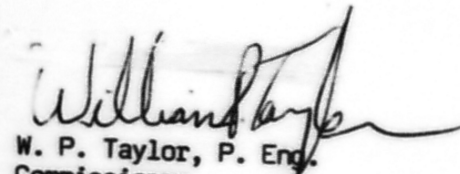
- a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for Wimpey-Sorrento Industrial Subdivision, Plans M-240 and M-241, located north of Britannia Road and east of Tomken Road,

12(a)

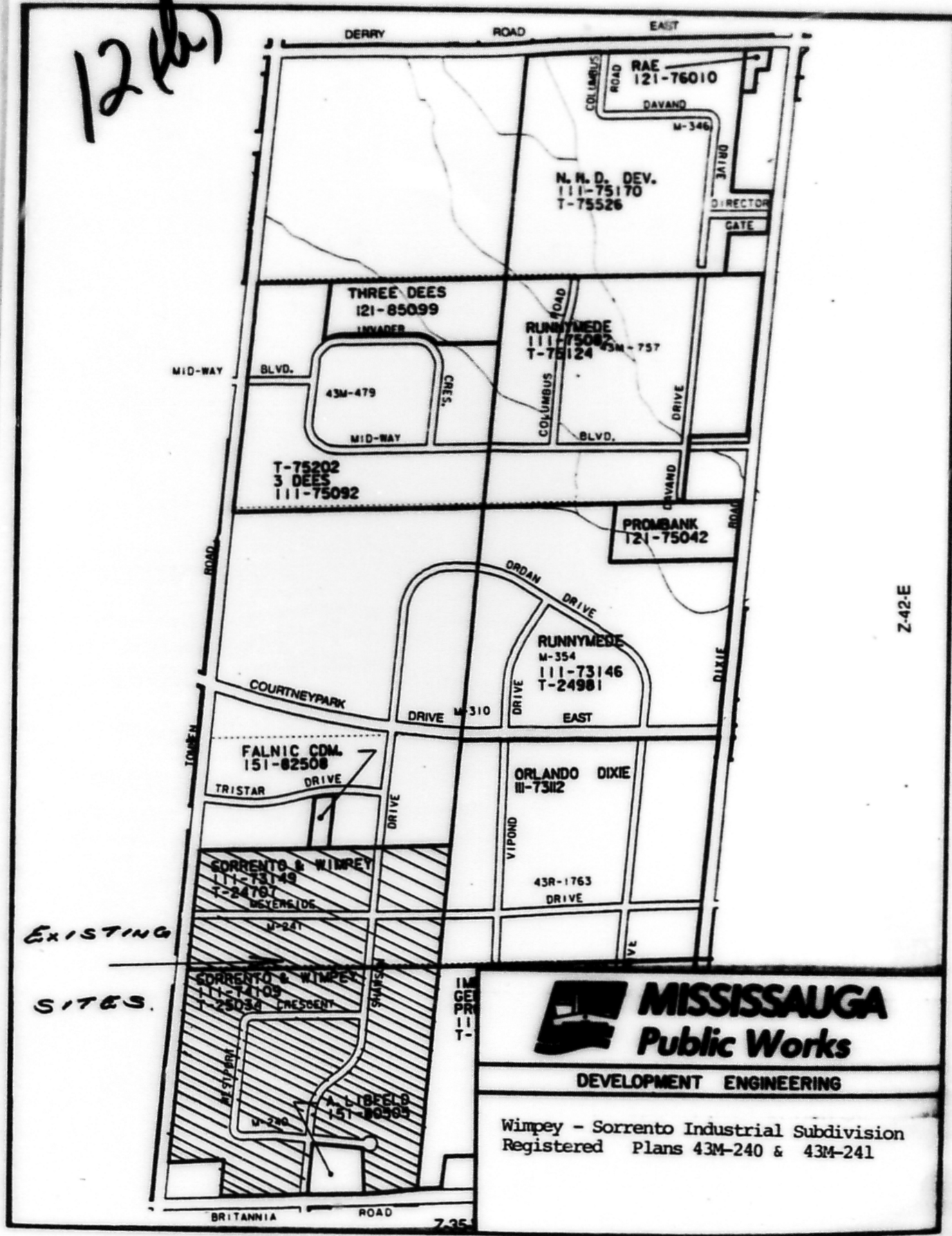
- b) return the Letters of Credit securing the Engineering Agreements for Plans M-240 and M-241 (currently valued at \$130,975.39) to the developer, George Wimpey Canada Ltd. and Sorrento Developments Ltd.,
- c) enact a by-law establishing the road allowances within Plans M-240 and M-241 as public highways and part of the municipal system of the City of Mississauga.

 65A/jam
0389E/143E

c.c. L. Harvey
J. Pitushka
W.H. Munden
I.W. Scott
J.D. McKitchan, Region of Peel
P. Marchiori
P. Davies
R.G. Charlton


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

12(b)





Corporate Report

Received by SEP 28 1988
Clerk's Dept.

Clerk's File B. 07. 83/36

OCT 5 1988

OPERATION WORKS

16-111-81117
Originator C.A. 'B' 35-41/81M
Files 11-141-00045

13

DATE: September 23, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal works for Canford Cres. extension, reference plan 43R-8921 located west of Erin Mills Parkway and south of the Queen Elizabeth Highway (sketch attached).

ORIGIN: Engineering Agreement dated July 28, 1981 between Morsal Developments Ltd. (Suite 201, 2357 Finch Avenue W., Weston, Ontario, M9M 2C9), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of 9 residential lots. As far as the Public Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

CONCLUSION: It is concluded that, since the developer has complied with all the requirements of the Engineering Agreement, the City should assume the municipal works of this subdivision.

RECOMMENDATION: That the City of Mississauga:

- a) Assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Morsal Developments Ltd., reference plan 43R-8921 located west of Erin Mills Parkway and south of the Queen Elizabeth Highway,

continued ...

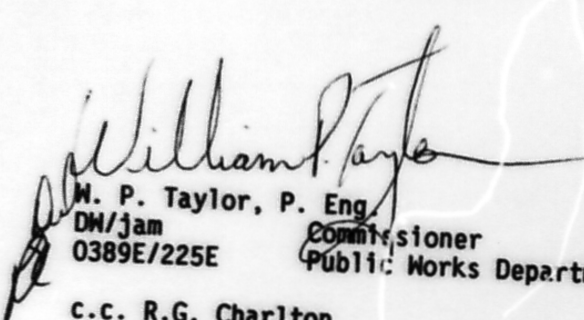
13(a)

The Chairman & Members of
Operations & Works Committee

September 23, 1988

- 2 -

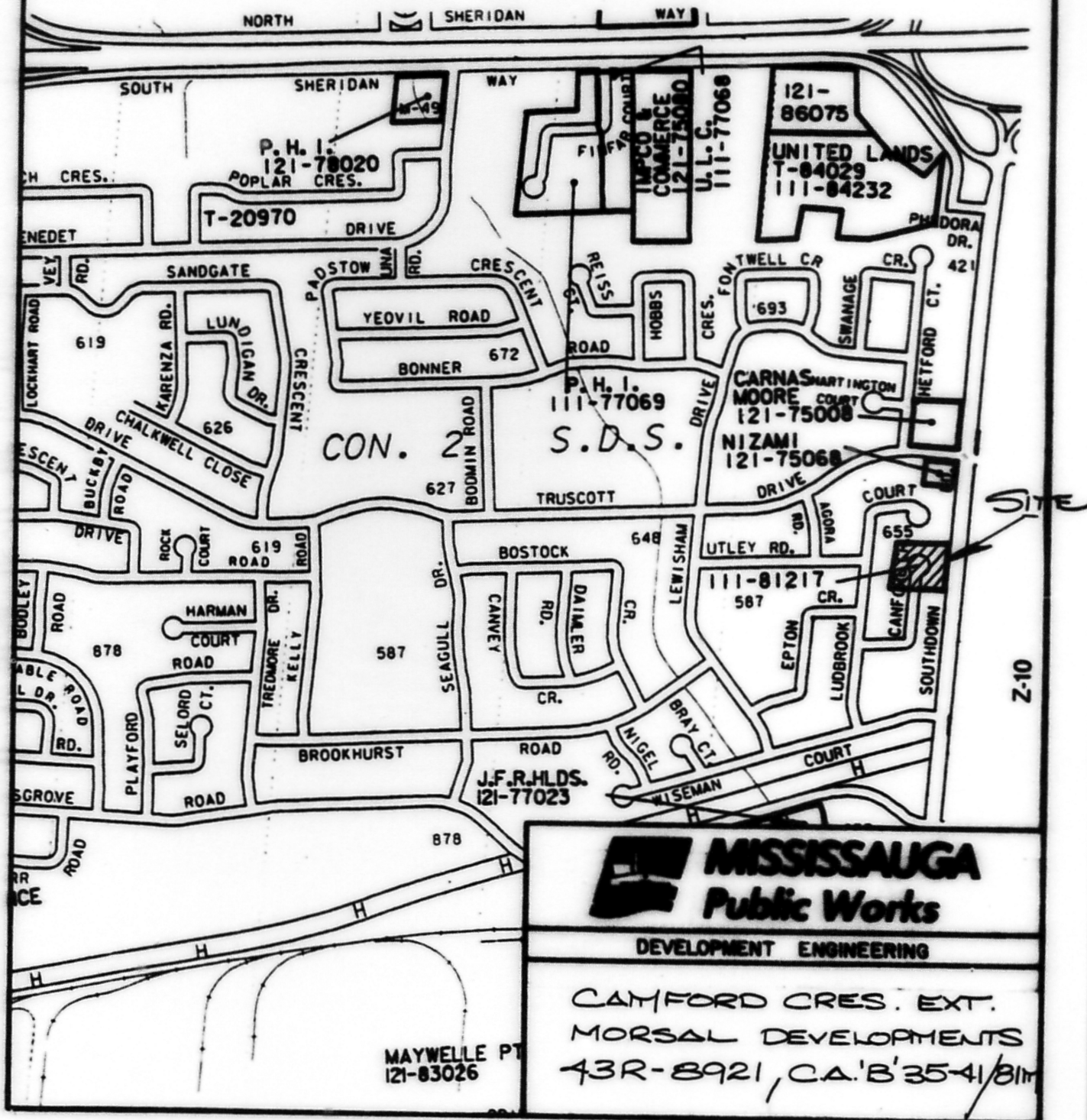
- b) Return the Letter of Credit (current value \$10,388.81) securing the Engineering Agreement for reference plan 43R-8921, to the developer, Morsal Developments Ltd.,


W. P. Taylor, P. Eng.
DW/jam
0389E/225E
Commissioner
Public Works Department

c.c. R.G. Charlton
L.J. Harvey
W.H. Munden
I.W. Scott
J.D. McKitchan, Region of Peel
P. Marchiori
P. Davies
J. Pitushka

Z-18

13th



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

CAMFORD CRES. EXT.
MORSAL DEVELOPMENTS
43R-8921, CA'B'35-41/81M

OCT 5 1988
 CITY OF PEEL WORKS

Prepared by: Public Works Department
 Date: September 20, 1988.

The following submissions were reviewed by the Region of Peel Street Names Committee on September 14, 1988. The street names contained in the recommendation column were approved; the other names were refused because of confusion with similar street names or spelling and pronunciation difficulties.

MAP	APPLICANT	PROPOSED STREET NAMES		RECOMMENDATION
1.	Gwillimbury Investments Ltd. 4599 Kingston Road Suite 204 West Hill, Ontario M1E 2P3	Fellen Drive Akasha Court Gorled Drive Heather Court Feeley Crescent Dawn Drive	Sarsfield Diana Amelia	That the following street names be approved for the Gwillimbury Residential Subdivision, T-82033, located north of Lakeshore Road West and west of Clarkson Road: Feeley; Fellen (not Court); Gorled.
2.	John D. Rogers & Associates 3564 Hurontario Street Mississauga, Ontario L5B 1P3	Toro Markus Statesman		That the following street names be approved for the Erin Mills Development Corporation Subdivision, T-86106, located east of Winston Churchill Boulevard and south of Highway #401: Markus; Statesman; Toro.
3.	United Lands Corporation Limited 2275 Speakman Drive Mississauga, Ontario L5K 1B1	Forum		That the name "Forum" be approved as a street name for the United Lands Corporation Limited Subdivision (T-87046) and the Master Gain Investments Inc. (T-88016), located north of Eglinton Avenue East and east of Hurontario Street.
4.	R. E. Winter & Associates Ltd. 4255 Sherwoodtowne Boulevard Mississauga, Ontario L4Z 1Y5	Marcove		That the name "Marcove" be approved as a street name for the Norwood Properties Subdivision, T-86031, located south of Derry Road East and East of Kennedy Road.
5.	Planning & Development Services 2475 Jarvis Street Mississauga, Ontario L5C 2P7	Alcester Jennica Anic	Searles Sandy	That the names "Alcester" and "Anic" be approved as street names for the Alcester Subdivision, T-86049, located south of Derry Road East and east of Kennedy Road.

.....2

.....2

Prepared by: Public Works Department
Date: September 20, 1988

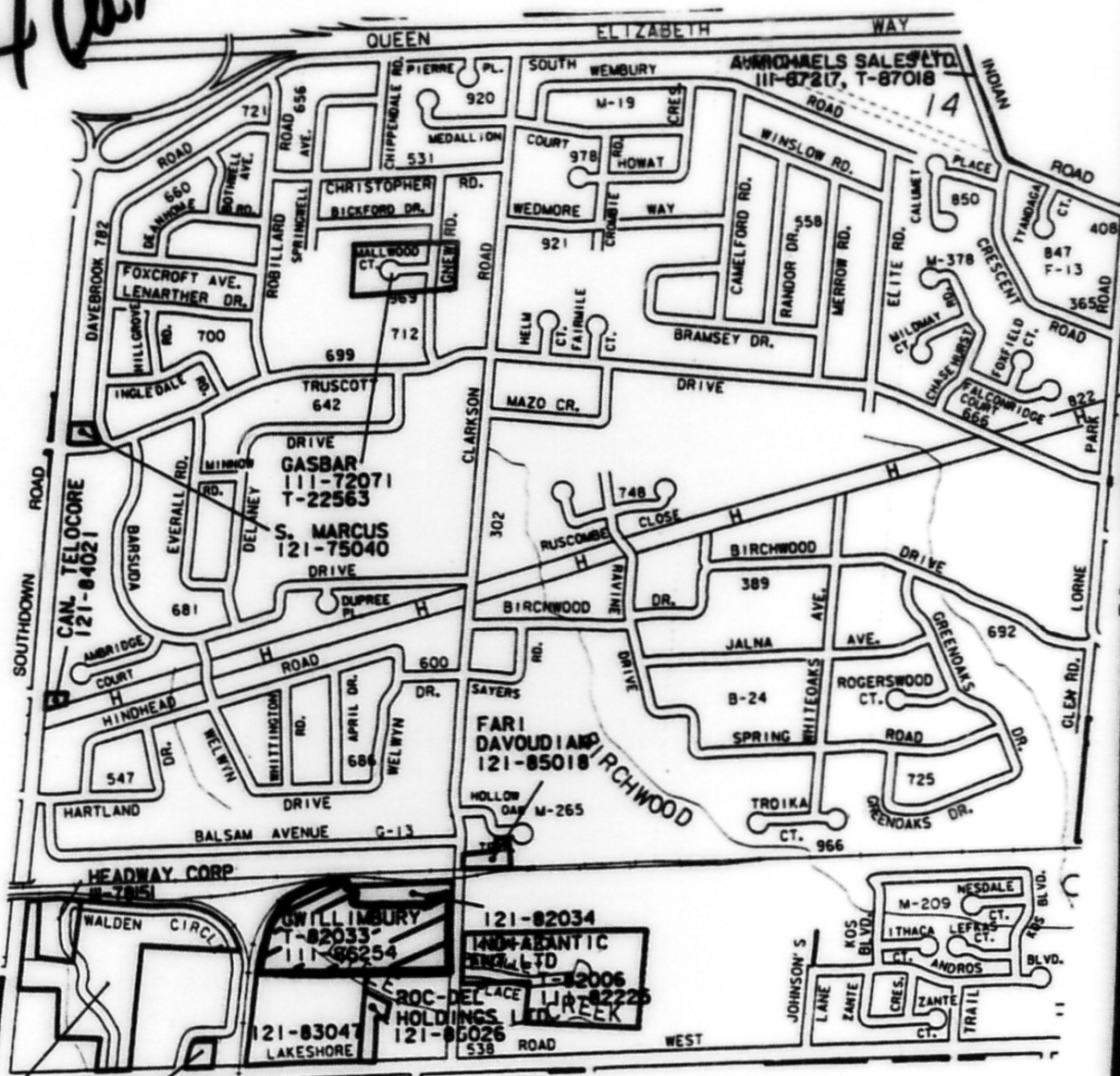
The following submissions were reviewed by the Region of Peel Street Names Committee on September 14, 1988. The street names contained in the recommendation column were approved; the other names were refused because of confusion with similar street names or spelling and pronunciation difficulties.

MAP	APPLICANT	PROPOSED STREET NAMES	RECOMMENDATION
6.	Team Three Suite 104 424 Hensall Circle Mississauga, Ontario LSA 1X7	Bishop Strachan Doug Leavens	That the names "Bishop Strachan" and "Doug Leavens" be approved as street names for the First City Development Corporation Subdivision, T-87041, located west of Tenth Line West and South of Derry Road West
7.	Team Three Suite 104 424 Hensall Circle Mississauga, Ontario LSA 1X7	MacMillan Moulin Rouge	That the name "Moulin Rouge" be approved as a street name for the Sherwood Mills Subdivision, T-86083, located north of Eglinton Avenue West and east of Creditview Road.

OPT/gb
0942E/163E

14(a)

14 (handwritten)



NEW PEEL
11-69063
7-19953



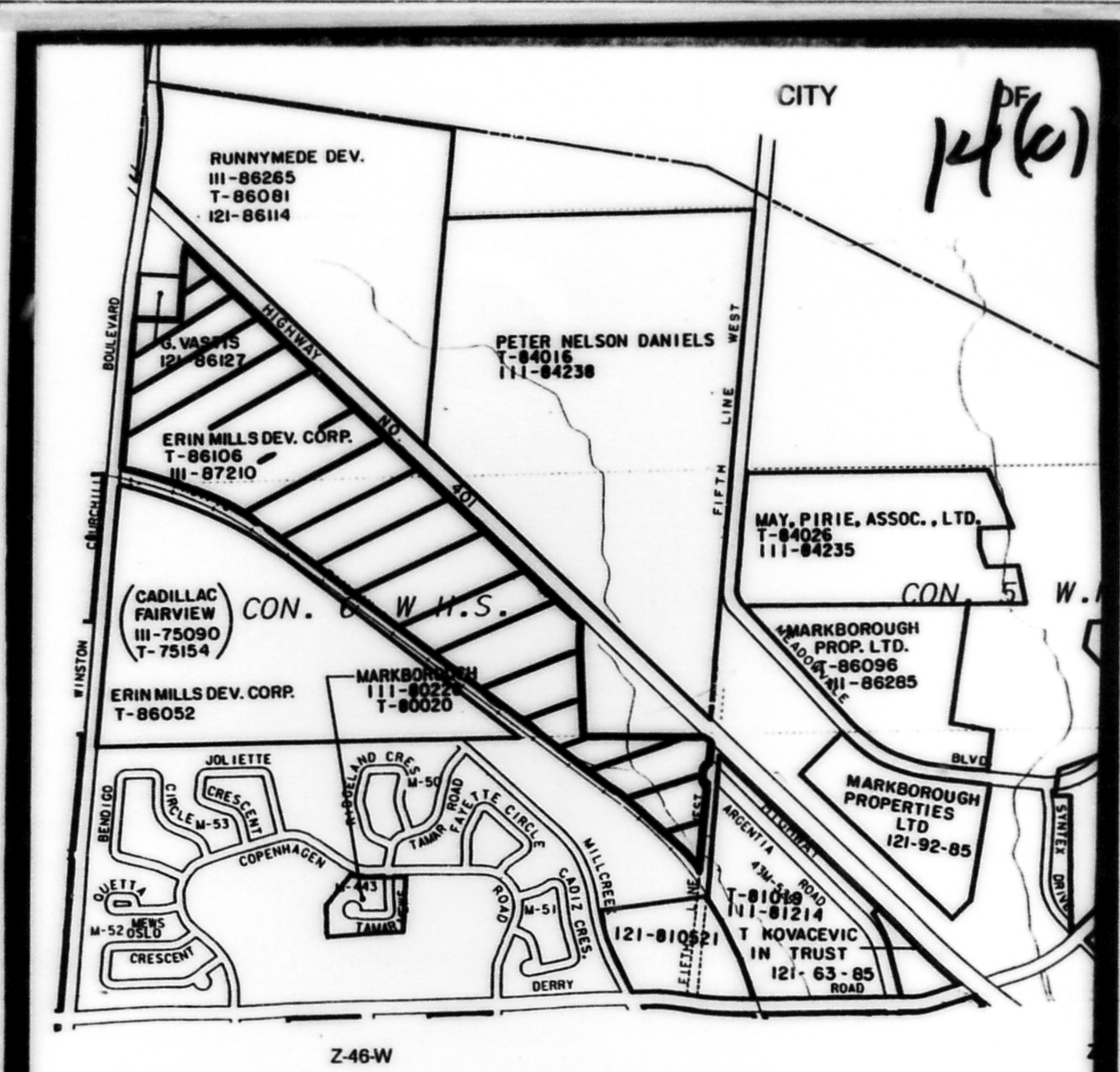
MISSISSAUGA

Public Works Department

GWILLIMBURY RES. SUBD.
T-82033

MAP # 1

FILE No.



MISSISSAUGA
Public Works Department

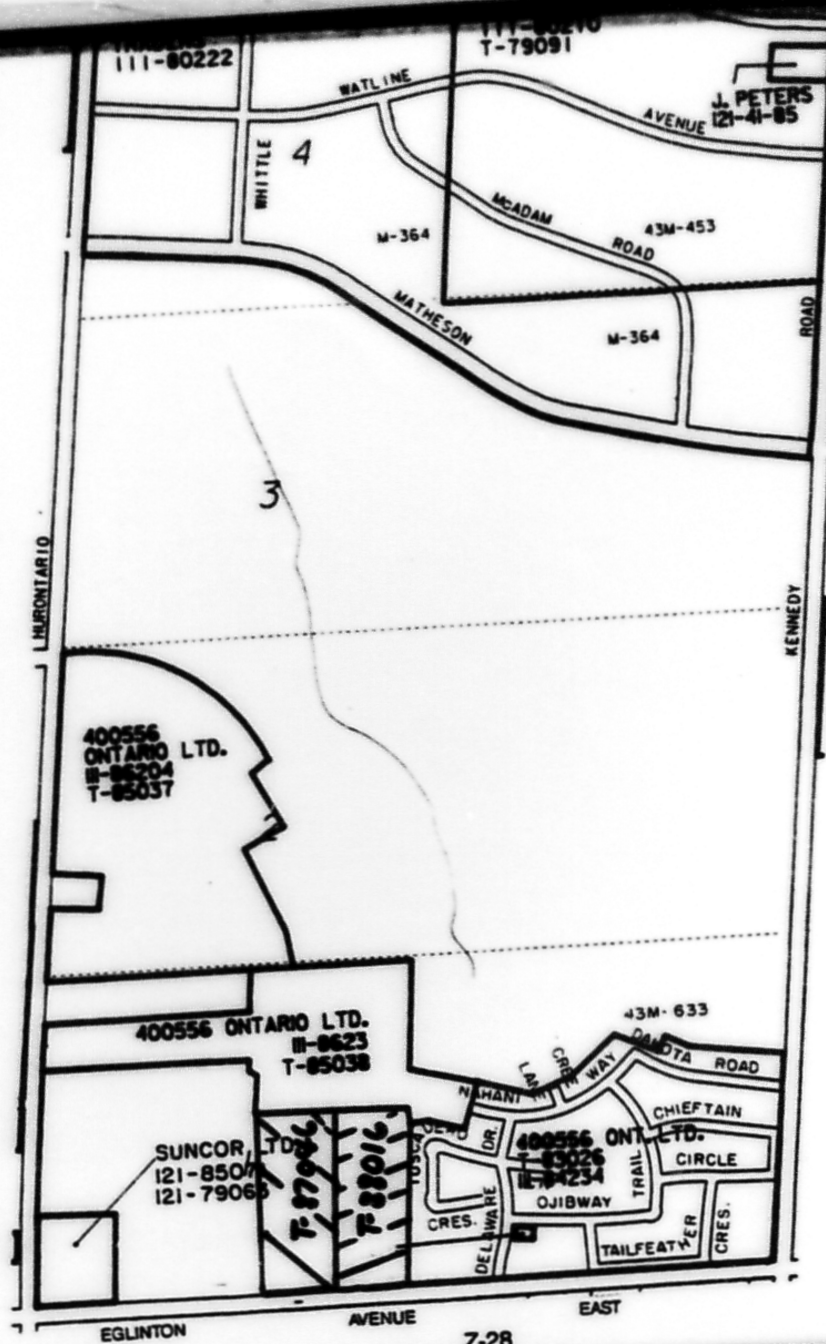
ERIN MILLS. IND. SUBD.
T-86106

MAP #2

FILE No.

14(d)

Z-37-E



Z-36-V

**MISSISSAUGA**

Public Works Department

UNITED LANDS - T-87046
MASTER GAIN INV. - T-88016

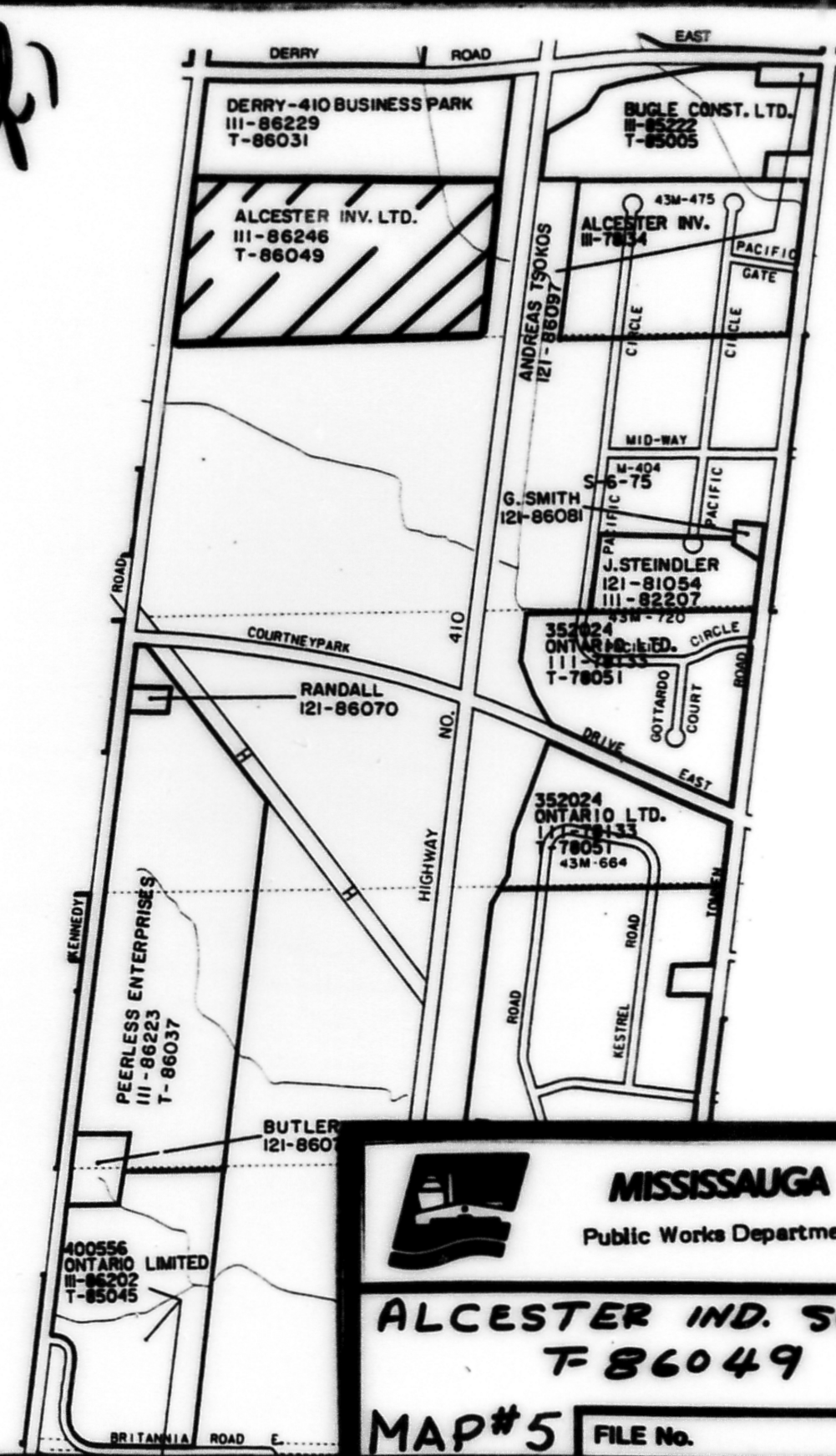
MAP#3 FILE No.

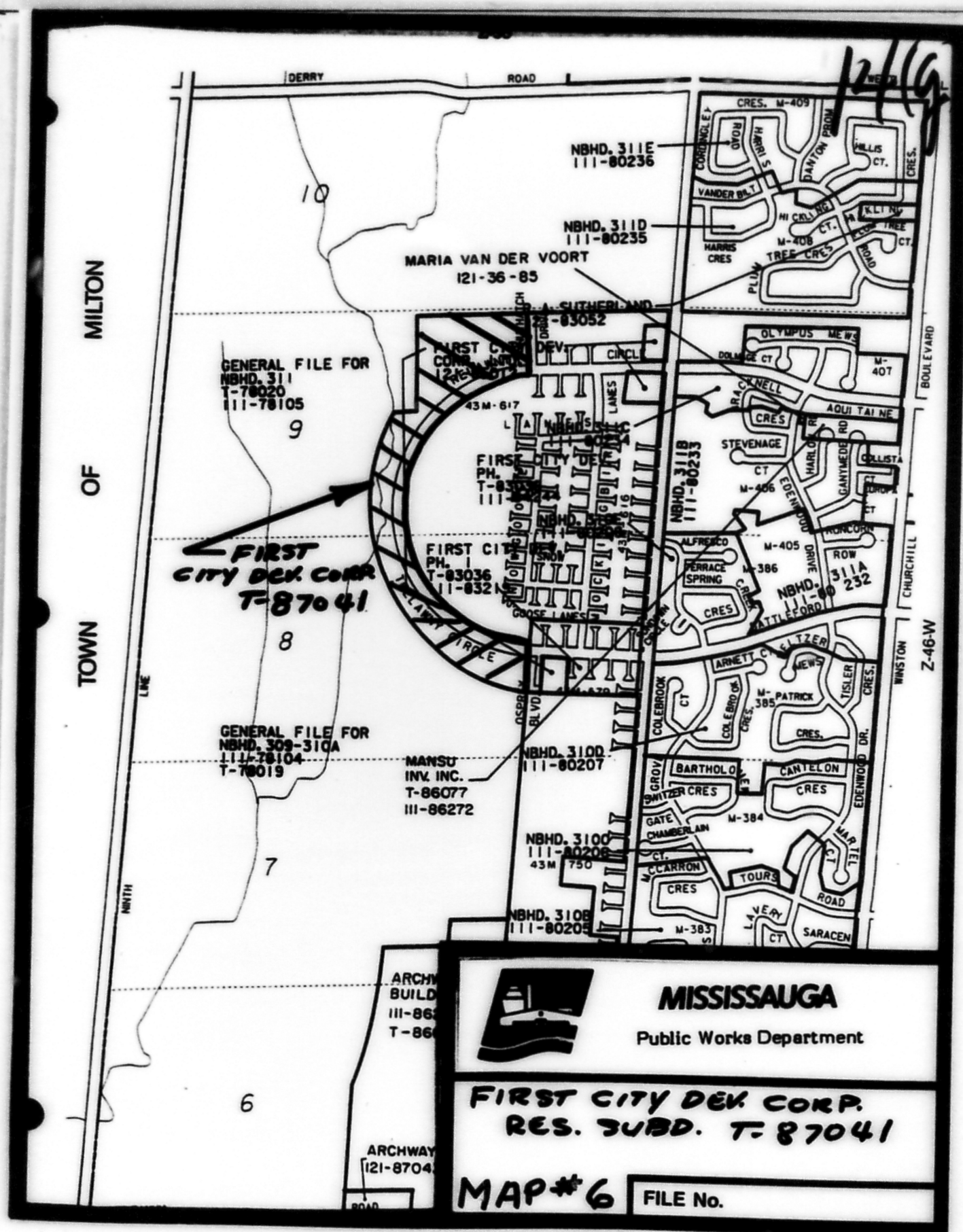
Z-43W



1441

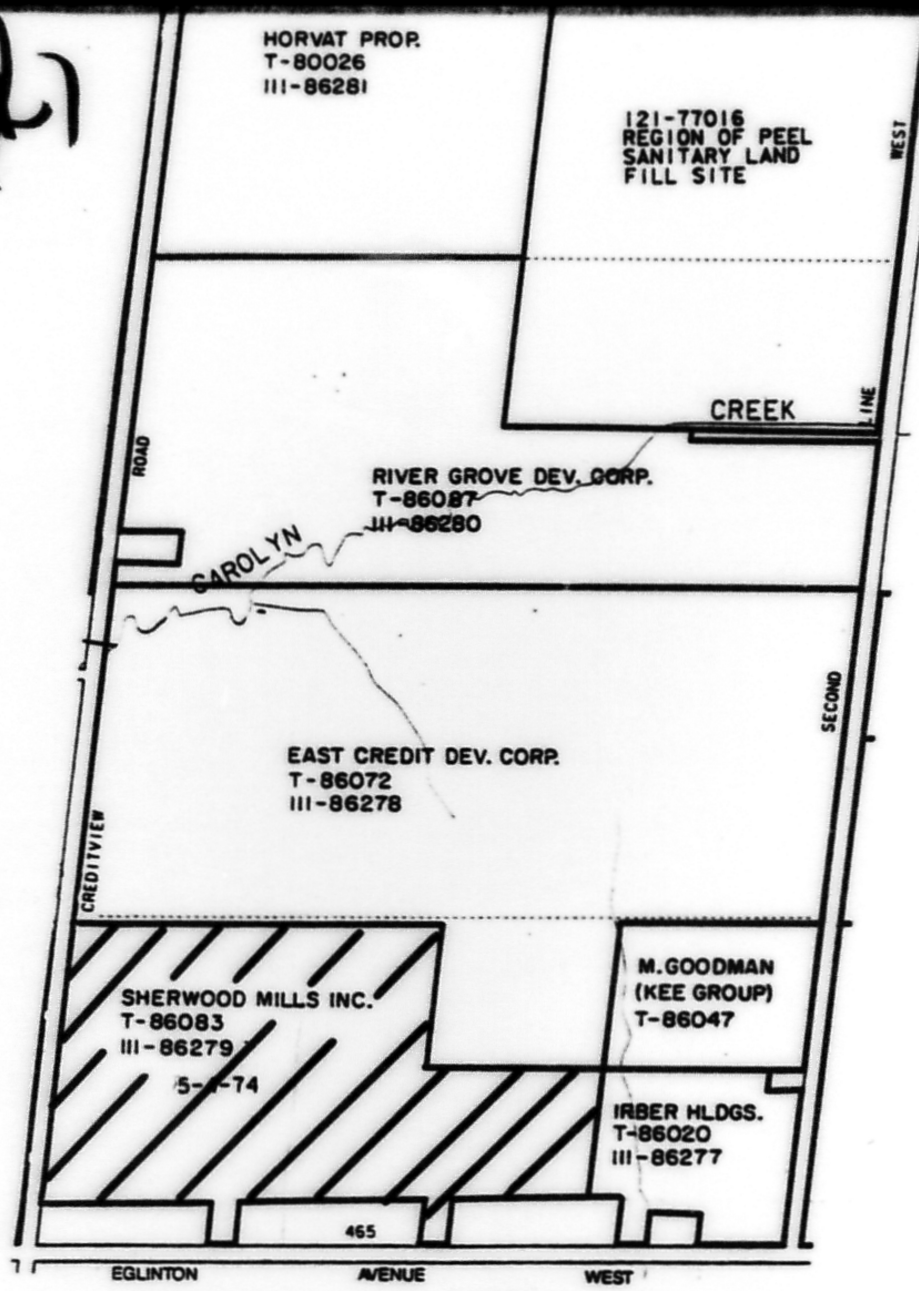
Z-43-W





PH 1

Z-38-W



Z-30

Z-38-E



MISSISSAUGA
Public Works Department

SHERWOOD MILLS RES.
SUBD - T-86083

MAP#7

FILE No.



Corporate Report

Received by
Clerk's Dept. SEP 28 1988

Clerk's Files J.05:88043

OCT 5 1988
OPERATIONS/WORKS

Originator's
Files 11 141 00045
17 111 82126

DATE: September 26, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Central Traffic Signal Control System Annual Maintenance.

ORIGIN: Public Works Department.

BACKGROUND: A maintenance agreement is required between Fortran Traffic Systems Limited and the City of Mississauga for the annual maintenance required for the Central Traffic Signal Control System. Fortran Traffic Systems Limited is a subsidiary company of Guild Electric Limited who has purchased the exclusive rights to the T2000 Traffic Signal Control System from Canadian General Electric, the original developer of the system.

COMMENTS: Fortran Traffic Systems Limited has agreed to provide the City of Mississauga the required annual maintenance at a cost of \$46,960.00, FORTY-SIX THOUSAND AND NINE HUNDRED AND SIXTY DOLLARS provided that both the Cities of London and Burlington, Ontario, which also operate similar systems enter into an agreement. The agreement has been in effect since April 1988 in the City of London. Burlington will enter into the same agreement after their warranty period expires in January of 1989. The City's Legal Department has reviewed this document and have some concerns regarding vagueness in some of the wordings. Fortran's response was that the proposed agreement is similar to other system maintenance agreements and that it is difficult to prepare wordings that would include all possible eventualities. Fortran also stated that the proposed agreement has been accepted by both London and Burlington.

It should be noted that the proposed agreement provides for termination of the agreement by either party after the initial six months or any time thereafter with 60 days written notice.

15(a)

COMMENTS: (continued)

Fortran has exclusive rights to the T2000 Traffic System and as such they are the only organization capable of maintaining the system. Since the purchase of T2000 rights from Canadian General Electric, Fortran has provided a good level of service to the City and there is no reason at present to indicate that the level of service would not continue. The cost of the agreement is on par with typical computer maintenance agreements and is considered acceptable.

In addition to the cost of annual maintenance it is considered necessary to retain a stock of spare parts due to limited availability and potential long term loss of system operation upon failure of these components. Each of the municipalities have agreed to equally share in the costs and use of this equipment. The cost to the City of Mississauga for its share is \$18,670.00, EIGHTEEN THOUSAND, SIX HUNDRED AND SEVENTY DOLLARS, including taxes. This would be a one time cost item, however, each municipality would be responsible for repair or replacement of this equipment while it is in use in their respective systems. These maintenance costs have been anticipated and funding has been included in the 1988 Public Works Department Current Budget.

CONCLUSION:

It is necessary for the City of Mississauga to enter into an annual maintenance agreement for the Central Traffic Signal Control System and that a limited stock of spare equipment be retained. Fortran, being the sole owner of the rights to the T2000 Traffic System, is the only organization capable of performing software and hardware maintenance. Their price is reasonable and on par with similar agreements in the industry. The cost is within budgeted amounts.

RECOMMENDATIONS: a)

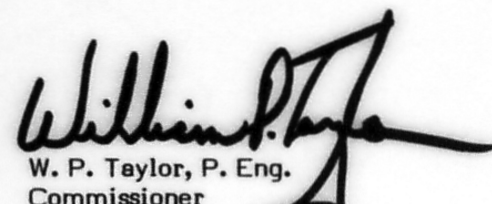
That the City of Mississauga enter into a maintenance agreement with Fortran Traffic Systems Limited at an annual cost of (\$46,960.00), FORTY-SIX THOUSAND AND NINE HUNDRED AND SIXTY DOLLARS.

15461

RECOMMENDATIONS: (continued)

- b) That the City of Mississauga share in the purchase of spare equipment with the Cities of London and Burlington. The City of Mississauga's share being (\$18,670.00), EIGHTEEN THOUSAND, SIX HUNDRED AND SEVENTY DOLLARS, exclusive of taxes.

WPD/kgm
1128E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Corporate Report

OPERATION WORKS. OCT 5 1988

OPERATION WORKS. SEP 21 1988

Received by
Clerk's Dept.

Clerk's Files

F.06.03.06
F.06.03.04

Originator's
Files

11 141 00045
13 211 00024

DATE: September 13, 1988.
TO: Chairman and Members of Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Sawmill Valley Drive - Sawmill Valley Public School/St. Mark Separate School.

ORIGIN: Public Works Department.

BACKGROUND: The problems associated with the stopping and parking of vehicles across the frontages of both Sawmill Valley Public School and St. Mark Separate School on Sawmill Valley Drive have been addressed on a number of occasions. The prohibitive signing currently in place has been altered several times to reflect the needs and desires of the parents, residents and safety of the students. Unfortunately, an appropriate compromise was never obtained as there was always dissatisfaction and complaints from at least one party. This resulted in confusion at times, potential for conflict, difficulties with respect to safety of the schoolchildren, and occasionally irate parents when the Peel Regional Police were requested to enforce the stopping prohibitions.

CURRENT STATUS: Stopping is currently prohibited on both sides of Sawmill Valley Drive during school hours (8:00 a.m.-6:00 p.m.), adjacent to and opposite both schools (Figure 1). Since neither school principal permits parents to drive on school property in order to discharge/pick-up their children, and since stopping is prohibited on the street, there is little area available for the parents who drive their children to school. A parking lot to accommodate a City park immediately south of Sawmill Valley School is available and is utilized by some parents, particularly those from Sawmill Valley Public School.

COMMENTS: On the basis of a petition and deputation by Mrs. Kishimoto, the Traffic Safety Council at its meeting of February 14, 1988 recommended the stopping prohibitions on both sides of Sawmill Valley Drive that are currently in place. City Council approved these works at its meeting. Previously, parking/stopping was permitted on the east side of Sawmill Valley Drive in front of each school. No stopping was permitted in the vicinity of the school crossing and the school driveways.

COMMENTS:
(cont.)

The Public Works Department installed the necessary signing which precipitated expression of concerns from many parents and the principal of St. Mark's School. As a result of this action and the numerous complaints received, a meeting was arranged by Councillor Lane.

On March 9, 1988 a meeting involving Public Works personnel, Councillor Lane, representatives of the schools, school boards, Peel Regional Police, Traffic Safety Council and area residents was held to address this as well as other school safety issues.

The areas of concern were as follows:

- (i) Relocation of the school crossing slightly southerly to align with the walkway between the two schools;
- (ii) Replacement of the existing crossing lines with bolder, more visible crossing blocks;
- (iii) Paving of the boulevard at the new crossing location;
- (iv) Removal of portions of the prohibitive stopping signs to permit some parking/stopping in front of the schools.

With regard to these areas of concern, Public Works staff have reviewed the school areas and feel that all concerns can be safely accommodated. It is felt that portions of the existing no stopping prohibition can be removed between each school's access points to permit parents to stop on the east side of Sawmill Valley Drive. However, for the protection of the crossing guard, students and vehicular traffic, 'no stopping prohibitions' must remain adjacent to the school crossing and the school driveways and on the west side of Sawmill Valley Drive.

The relocation of the crosswalk may create some difficulties with the residents of Sawmill Valley Drive, however, it is felt that the relocation is required. Public Works Department staff will contact affected residents on Sawmill Valley Drive.

An additional concern which was introduced by area residents previously and addressed at the meeting of March 9, pertained to the use of residential driveways and on-street 'u-turns' by parents after the discharge or pick-up of the school children. This action was indicated by area residents as being both excessive and dangerous and was therefore brought to the attention of the Peel Regional Police. The concern was investigated by Sgt. T. Richmond who has reported that a four day review resulted in two 'u-turns', four residential driveway turns and four daily school driveway turns. Based on these results there is apparently not a significant problem.

16(a)

COMMENTS:
(cont.)

The Public Works Department installed the necessary signing which precipitated expression of concerns from many parents and the principal of St. Mark's School. As a result of this action and the numerous complaints received, a meeting was arranged by Councillor Lane.

On March 9, 1988 a meeting involving Public Works personnel, Councillor Lane, representatives of the schools, school boards, Peel Regional Police, Traffic Safety Council and area residents was held to address this as well as other school safety issues.

The areas of concern were as follows:

- (i) Relocation of the school crossing slightly southerly to align with the walkway between the two schools;
- (ii) Replacement of the existing crossing lines with bolder, more visible crossing blocks;
- (iii) Paving of the boulevard at the new crossing location;
- (iv) Removal of portions of the prohibitive stopping signs to permit some parking/stopping in front of the schools.

With regard to these areas of concern, Public Works staff have reviewed the school areas and feel that all concerns can be safely accommodated. It is felt that portions of the existing no stopping prohibition can be removed between each school's access points to permit parents to stop on the east side of Sawmill Valley Drive. However, for the protection of the crossing guard, students and vehicular traffic, 'no stopping prohibitions' must remain adjacent to the school crossing and the school driveways and on the west side of Sawmill Valley Drive.

The relocation of the crosswalk may create some difficulties with the residents of Sawmill Valley Drive, however, it is felt that the relocation is required. Public Works Department staff will contact affected residents on Sawmill Valley Drive.

An additional concern which was introduced by area residents previously and addressed at the meeting of March 9, pertained to the use of residential driveways and on-street 'u-turns' by parents after the discharge or pick-up of the school children. This action was indicated by area residents as being both excessive and dangerous and was therefore brought to the attention of the Peel Regional Police. The concern was investigated by Sgt. T. Richmond who has reported that a four day review resulted in two 'u-turns', four residential driveway turns and four daily school driveway turns. Based on these results there is apparently not a significant problem.

September 13, 1988.

CONCLUSION:

Based on the Public Works Department review, the relocation of the school crossing and the removal of portions of the stopping prohibitions satisfactorily meet the needs of those parents who must drive their children to and from school.

It is felt that this action will provide an adequate level of safety for the school children, crossing guard, motorists and area residents. However, in an effort to further enhance safety for all involved, the Public Works Department will undertake the following:

- (i) Preparation for distribution by both schools, a plan illustrating the signing arrangements and the area where parking/stopping will be legally permitted;
- (ii) A review with Recreation and Parks personnel of the existing City park parking lot with the intention of upgrading the lot and providing a possible connection to the existing school walkway;

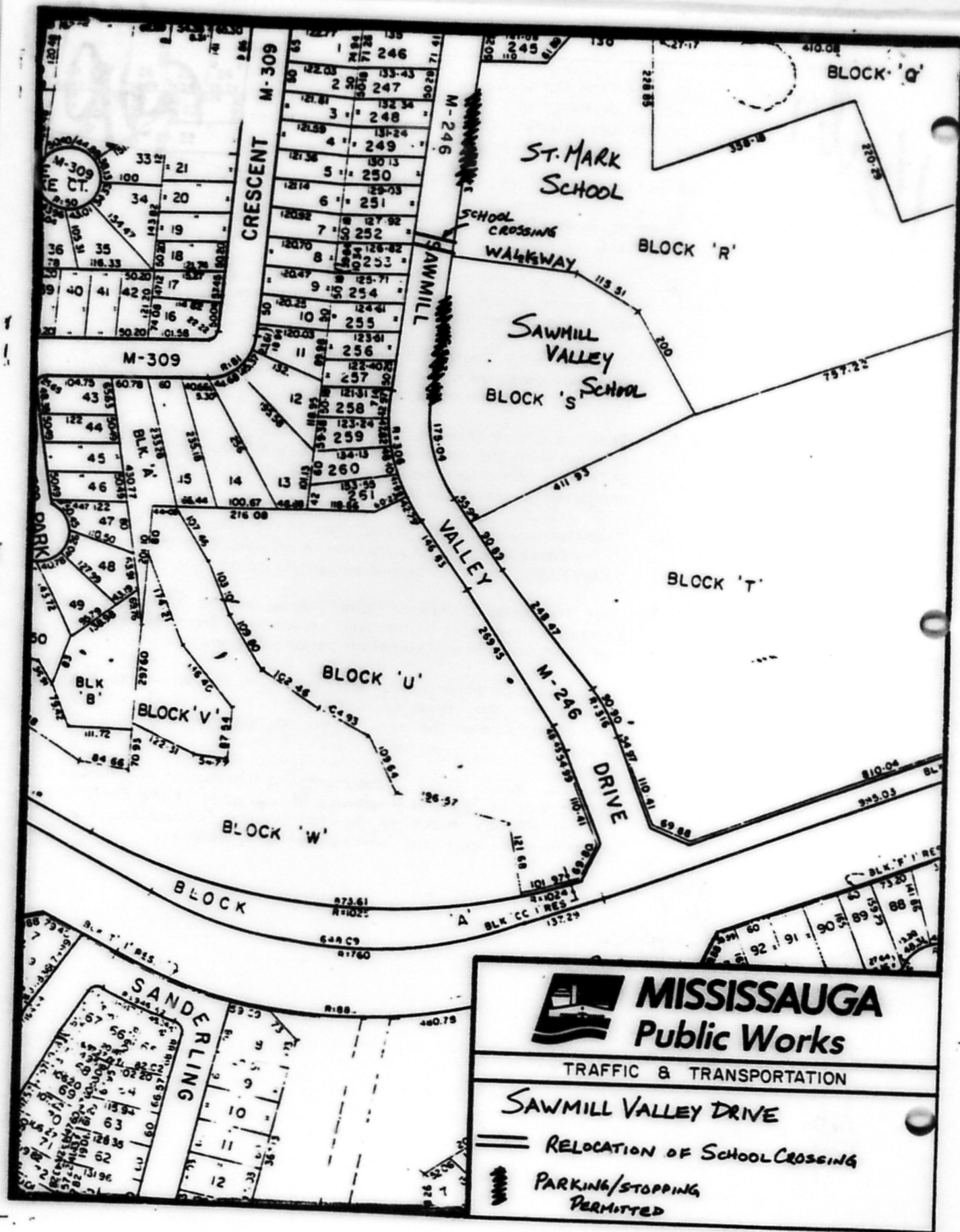
RECOMMENDATION:

- (a) That the school crossing on Sawmill Valley Drive be relocated to align with the walkway between Sawmill Valley School and St. Mark's School and be equipped with painted crossing blocks and paved boulevards as soon as possible.
- (b) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for the Sawmill Valley Public School to permit parking/stopping;
- (c) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for St. Mark's Separate School to permit parking/stopping;
- (d) That a plan be prepared for distribution by the schools to the parents of the students illustrating the revised signing arrangements and the area where stopping/parking will be permitted;
- (e) That the Public Works Department and Recreation and Parks Department review the feasibility of upgrading of the parking lot immediately south of Sawmill Valley School, and the provision of a connecting link to the existing walkway.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

c.c. Councillor Lane
Dorene Vinter
Sgt. Richmond

SBfab
0594E



MISSISSAUGA
Public Works

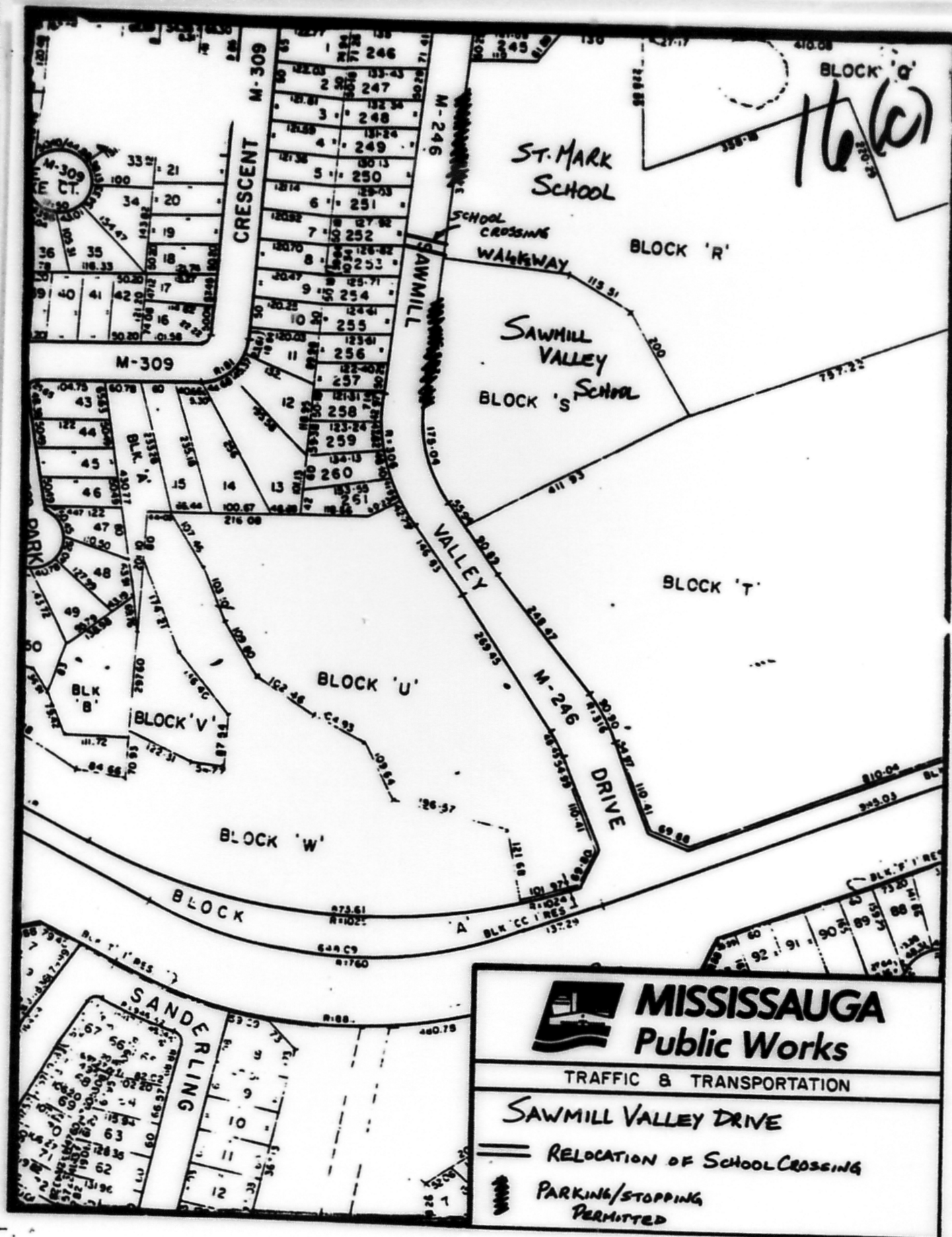
TRAFFIC & TRANSPORTATION

SAWMILL VALLEY DRIVE

RELOCATION OF SCHOOL CROSSING



PARKING/STOPPING
PERMITTED





Received by
Clerk's Dept.

SEP 28 1988

Clerk's Files

F.06.04.02

Originator's
Files

11 141 00045
11 161 00011
13 211 00011

OPERATIONS/WORKS OCT 5 1988

DATE: September 12, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request to Prohibit Parking - Truscott Drive.

ORIGIN: Councillor Mullin, Ward 2.

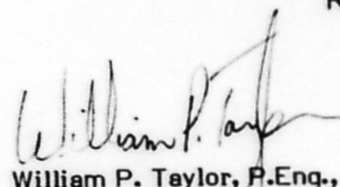
COMMENTS: A petition from area residents was forwarded to Councillor Mullin's office with a request to prohibit parking on the north side of Truscott Drive from Lewisham Drive to Agora Road.

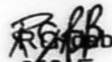
Truscott Drive is a two lane residential collector roadway and any parked vehicles could create a potentially dangerous situation, particularly during peak hours. Observations revealed that each home on this section of Truscott Drive has a minimum of 200% on-site parking which should satisfy the needs of most residents.

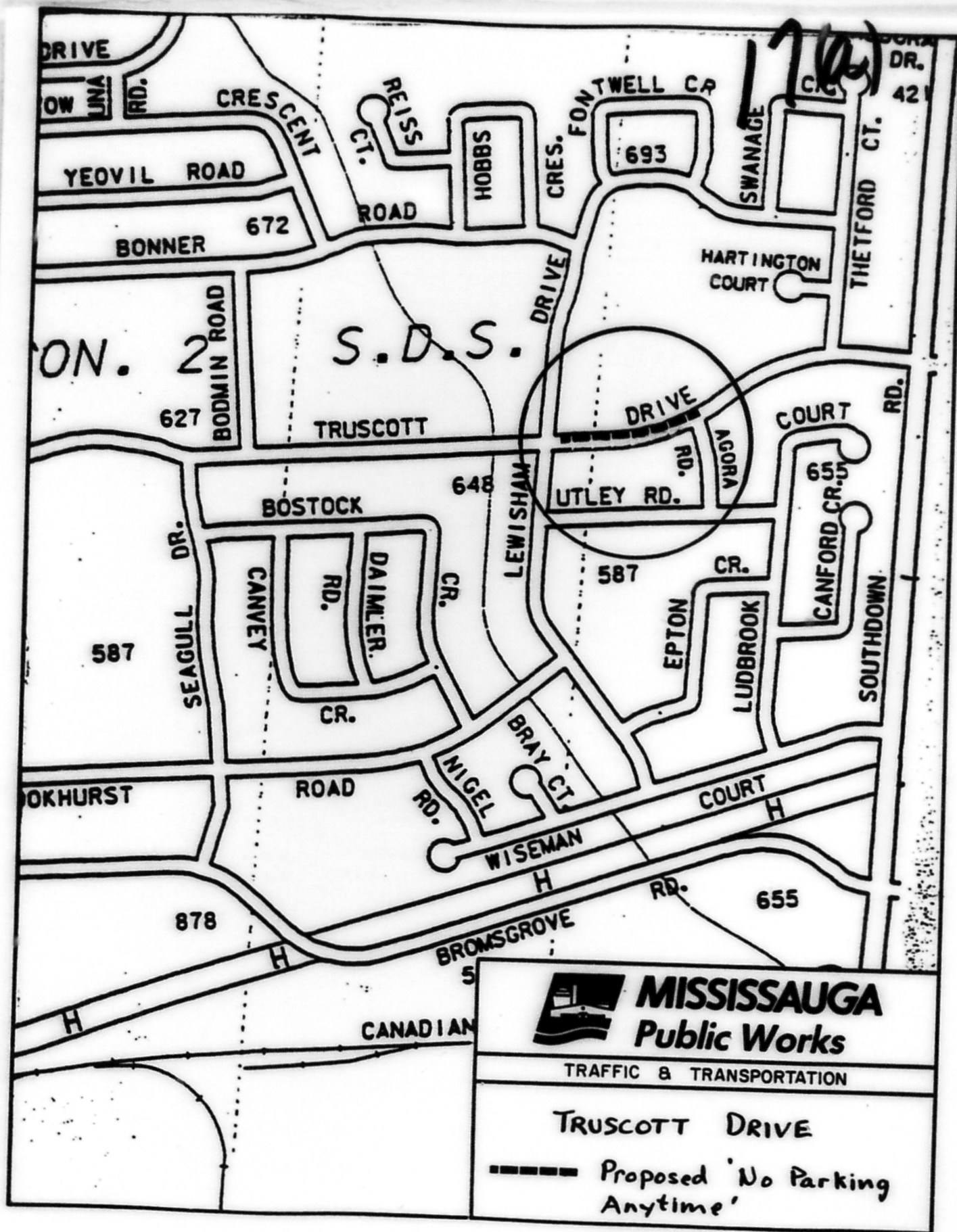
The Public Works Department is in agreement with this request.

CONCLUSION: At the request of area residents and Councillor Mullin, the Public Works Department has reviewed the suggestion to prohibit parking on the north side of Truscott Drive from Lewisham Drive to Agora Road. It was concluded that parking should be prohibited on the north side of the roadway to help alleviate the problem.

RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement 'No Parking Anytime' prohibitions on the north side of Truscott Drive between Lewisham Drive and Agora Road.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.


0594E



18



Corporate Report

Received by SEP 22 1988
Clerk's Dept.

Clerk's Files T-87003

OPERATIONS/WORKS. OCT 5 1988

Originator's
Files

DATE: September 14, 1988

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Deed of Land to the City of Mississauga from Ontario Hydro over
Part of Lot 9, Concession 1, East of Hurontario Street, Part 1,
Plan 43R-15639.

ORIGIN: Proposed Plan of Subdivision T-87003, Gottardo Properties,
Consolidated Planning Report dated January 8, 1988.

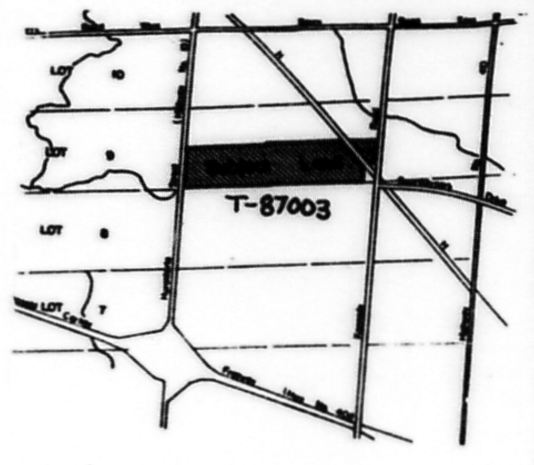
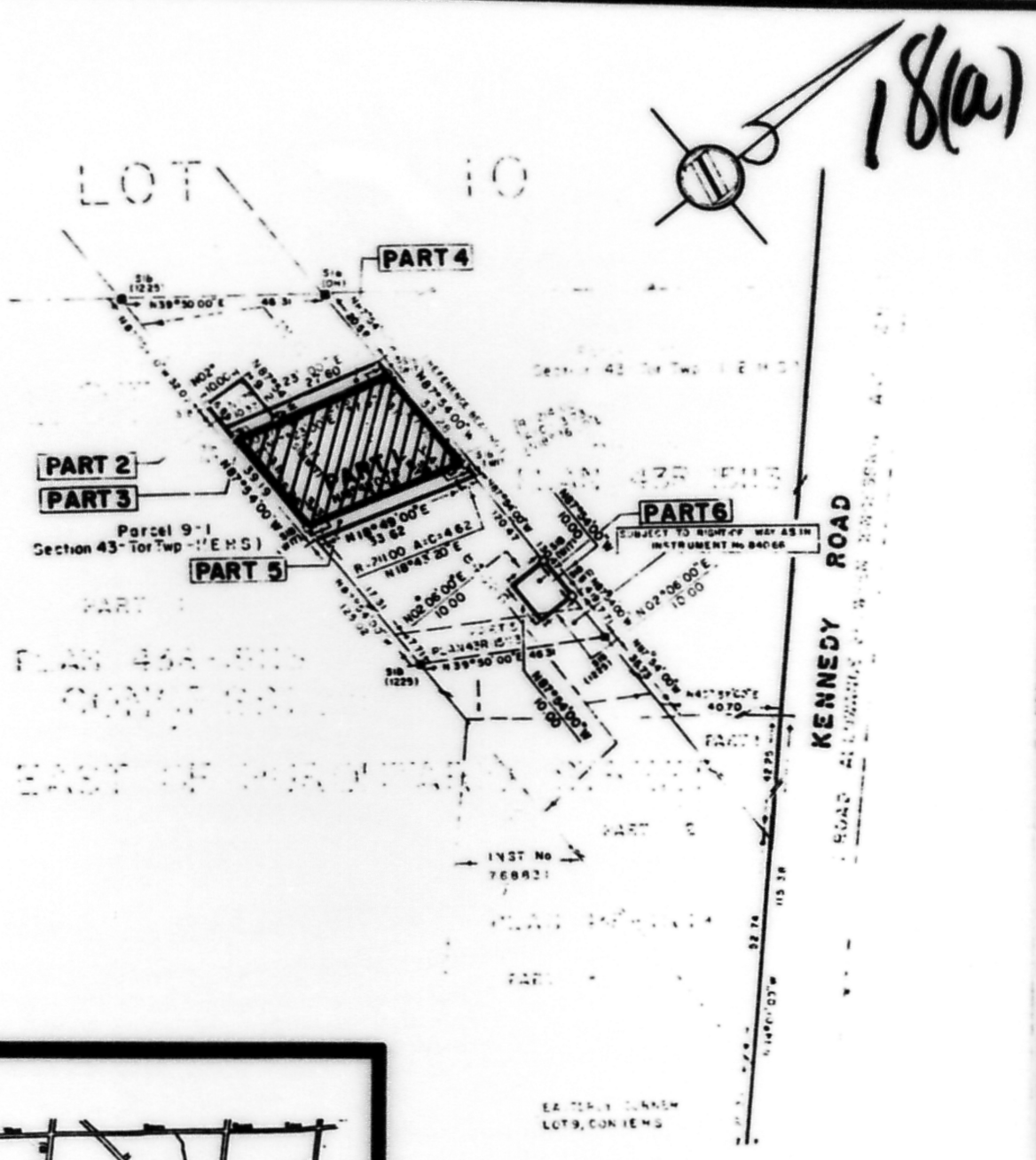
COMMENTS: As a condition of registration of subdivision T-87003 being
developed by Gottardo Properties, the City is to acquire from
Ontario Hydro a parcel of land for the completion of the
Ambassador Drive right-of-way between Kennedy Road and
Hurontario Street.

The funding for the acquisition has been provided by the
developer. The location of the parcel to be conveyed to the City
from Ontario Hydro has been reviewed and approved by the Public
Works Department.

RECOMMENDATION: That a By-Law be enacted authorizing execution by the City of a
Deed of Land from Ontario Hydro to the City of Mississauga over
part of Lot 9, Concession 1, East of Hurontario Street, designated
as Part 1 on Plan 43R-15639.

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

PJS:mc



MISSISSAUGA
Clerk's Department
Realty Services

Part 1, Plan 43R-15639, Conveyance to
City by Ontario Hydro for completion of
Ambassador Drive, Gottardo Subdivision
T-87003

FILE No. T-87003



Corporate Report

Received by SEP 22 1988
Clerk's Dept.

Clerk's Files F.02.03.13

OCT 5 1988

OPERATION WORKS

Originator's
Files

DATE: September 14, 1988

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Proposed conveyance of a watermain easement to the Regional
Municipality of Peel and an electrical distribution easement to
Hydro Mississauga over part of closed out Gulleden Drive by
By-law 147-88.

ORIGIN: Closure by the City of part of Gulleden Drive on Registered Plan
M-36 by By-law 147-88 registered as Instrument LT914223.

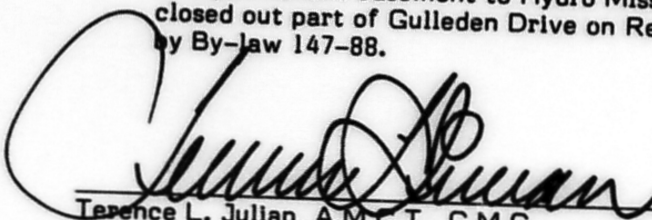
COMMENTS: The City in the course of the closure of part of Gulleden Drive on
Registered Plan M-36 advised by general circulation all the
concerned utilities and the Regional Municipality of Peel if they
had any interest to be protected by easement.

A response was received from the Regional Municipality of Peel
and Hydro Mississauga expressing that they wished to have their
respective utilities protected by easement, in support of which
they submitted the appropriate documentation. The Public Works
Department have reviewed and approved the easements to be
granted to the Regional Municipality of Peel and Hydro
Mississauga.

RECOMMENDATION: 1) That a By-law be enacted authorizing execution by the City
of a permanent easement to the Regional Municipality of
Peel over the closed out part of Gulleden Drive on
Registered Plan M-36 by By-law 147-88.

2) That a By-law be enacted authorizing execution by the City
of a permanent easement to Hydro Mississauga over the
closed out part of Gulleden Drive on Registered Plan M-36
by By-law 147-88.

PJS:mc


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

19(a)

CLOSED
PART OF
GULLEDEN DRIVE

NORTH 

GULLEDEN DRIVE

HAVENWOOD DRIVE

691' ±



MISSISSAUGA

*Clerk's Department
Realty Services*

Conveyance of Permanent Easement
to Hydro Mississauga
Region of Peel

FILE No. F.02.03.13

20 **Corporate
Report**

OPERATIONS WORKS

OCT 5 1988

Received by SEP 22 1988
Clerk's Dept.

Clerk's Files T-87045 &
M-788 CO

Originator's
Files

DATE: September 14, 1988

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Conveyance by the City of a 0.3 m (1 Ft.) Reserve described as
Block 357 on Registered Plan 43M-788 to First Terragar Holdings
Limited.

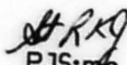
ORIGIN: Proposed Plan of Subdivision T-87045, First Terragar Holdings
Limited, Consolidated Planning Report dated April 12, 1988.

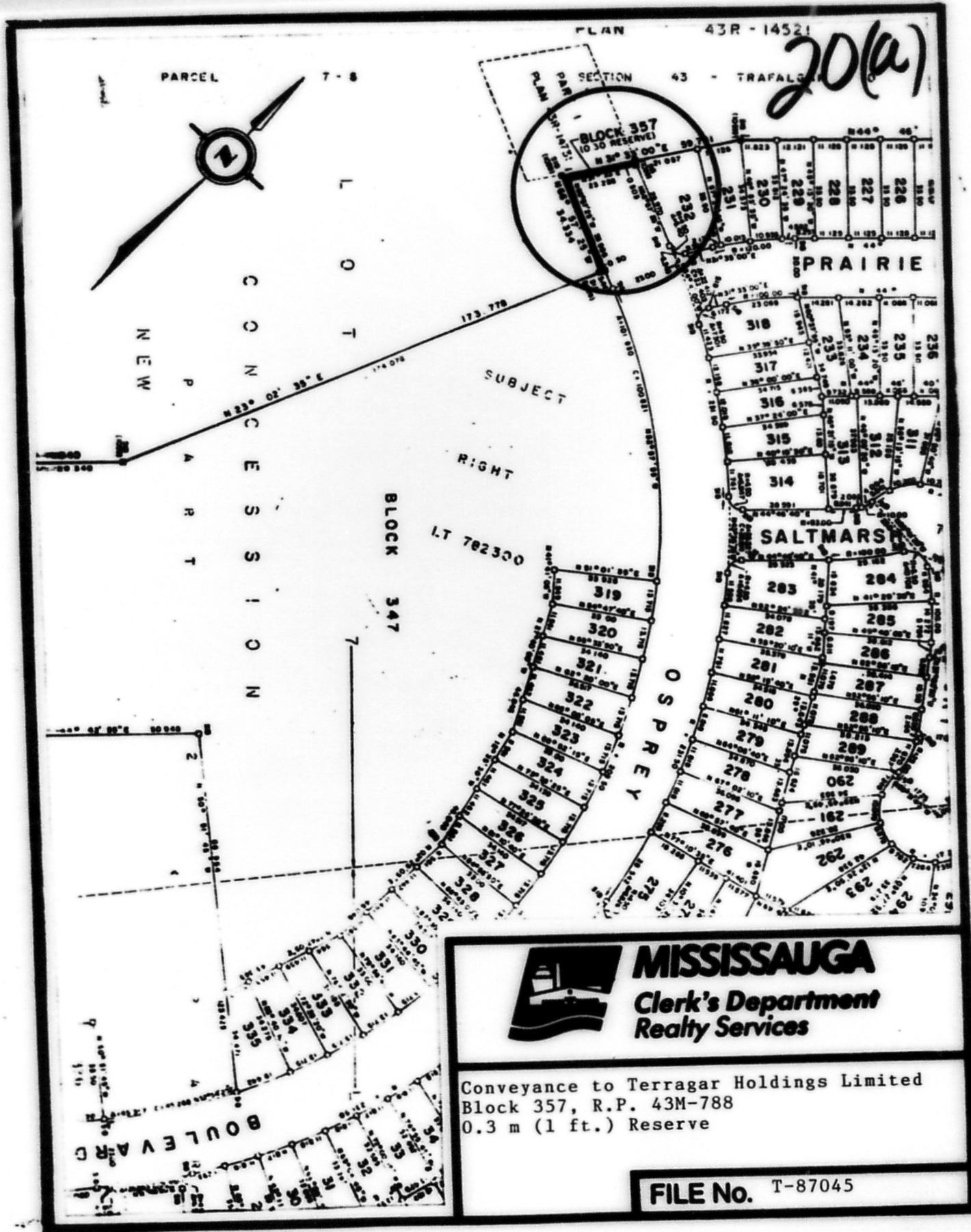
COMMENTS: There is currently a draft plan of subdivision T-87045 (W) being
processed by First Terragar Holdings Limited, south of Trelawny
Circle, west of Tenth Line West, immediately to the west of
Registered Plan 43M-788.

Block 357, a 0.3 m (1 Ft.) Reserve on Registered Plan 43M-788
located at the westerly end of Osprey Boulevard was conveyed to
the City as a condition of development. Part of Block 357 will no
longer be required by the City as it will form part of the lotting
for proposed plan of subdivision T-87045. Having regard to this
change of use for part of Block 357, we have been requested by
the Public Works Department to convey to First Terragar
Holdings Limited all of Block 357 on Registered Plan 43M-788.
That portion of the reserve (Block 357) is still required by the
City across Osprey Blvd. will be incorporated in subdivision
T-87045 and reconveyed back to the City.

RECOMMENDATION: That all of Block 357 on Registered Plan 43M-788, a designated
0.3 m (1 Ft.) Reserve be conveyed to First Terragar Holdings
Limited.


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk


PJS:mc



MISSISSAUGA
Clerk's Department
Realty Services

Conveyance to Terragar Holdings Limited
Block 357, R.P. 43M-788
0.3 m (1 ft.) Reserve

FILE No. T-87045

21
TRAFFIC SAFETY COUNCIL
0058C/179C

SEPTEMBER 29, 1988
A.03.04.11.02

REPORT NO.6-88

To: Operations and Works Committee

OPERATIONS WORKS

OCT 5 1988

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its sixth report and recommends:

TSC-54-88 That, as a result of the completion of the Parkerhill Road reconstruction, the Site Inspection Subcommittee of the Traffic Safety Council be requested to conduct a site inspection at Parkerhill Road and Hillcrest Avenue.

F.06.03.02
(TSC-54-6-88)

- TSC-55-88
- (a) That the bus loading zone sign at the westerly drive to St. Paul Secondary School, 815 Atwater Avenue, be removed.
 - (b) That an 'Exit Only' sign be erected at the westerly drive to St. Paul Secondary School.
 - (c) That an "Entrance" sign be placed at the easterly drive to St. Paul Secondary School.
 - (d) That the existing depression at the north-east area be filled in, with appropriate regard for drainage, catch-basin and manhole covers.
 - (e) That the refuse containers be relocated to the east side of St. Paul Secondary School, and the basketball hoop pole be removed.
 - (f) That all parking spaces at St. Paul Secondary School be marked out in accordance with the new City Standards showing a total of 116 spaces.
 - (g) That a 12 hour parking zone be permitted on the north side of Atwater Avenue, in the area between the two driveways to St. Paul Secondary School.

F.06.04.13
F.06.04.02
(TSC-55-6-88)

September 29, 1988

21(a)

- TSC-56-88 (a) That a Crossing Guard not be placed at Sandgate Crescent and Vey Road, as warrants are not met;
- (b) That the Public Works Department be requested to install speed limit signs in this area;
- (c) That, because the westerly 'School Crossing' signs on Sandgate Crescent are located too close to the School Crossing, the Public Works Department be requested to relocate the signs to a more appropriate location.

F.06.03.02
(TSC-56-6-88)

- TSC-57-88 (a) That the two temporary Crossing Guards located at Eglinton Avenue and Heritage Hills, be made permanent, as warrants are met.
- (b) That, because the Peel Board of Education has decided, for the present time, to bus all students to Huntington Ridge Public School, 345 Huntington Ridge Drive, the requested site inspections at Guildwood Way and Eglinton Avenue, and at McLaughlin Road and Eglinton Avenue, not be carried out.
- (c) That the Peel Board of Education be requested to notify the City of Mississauga, if the bussing policy with regard to this area changes.

F.06.03.02
(TSC-57-6-88)

- TSC-58-88 (a) That the Peel Regional Police be requested to monitor the speed limit on Paisley Blvd. in the area of Floradale Public School, and to take whatever enforcement action they deem appropriate to control the speeding in this area.
- (b) That a Crossing Guard be placed at President Blvd. and Paisley Blvd. as warrants are met.
- (c) That the area immediately west of the bus loading zone on Paisley Blvd. be signed 'No Parking'.

F.06.03.02
(TSC-58-6-88)

2141

September 29, 1988

- TSC-59-88 (a) That the Chairman of the Site Inspection Subcommittee of the Traffic Safety Council meet with the Peel Regional Police to review the criteria for School Safety Patrols.
- (b) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at All Saints Catholic School, 4105 Colonial Drive, to determine if warrants are met for a Crossing Guard.
- (c) That the September 13, 1988, request of Mr. M. Derry, Vice-Principal, All Saints Catholic School, for the implementation of a bus patrol at All Saints Catholic School be approved.

F.06.03.02
F.06.03.07
(TSC-59-6-88)

- TSC-60-88 That the Crossing Guards at Burnhamthorpe Road and Loyalist Drive, and at Burnhamthorpe Road and Colonial Drive, be retained at these locations as warrants are met.

F.06.03.02
(TSC-60-6-88)

- TSC-61-88 (a) That the Crossing Guard previously approved for the intersection of Derry Road and Danton Promenade be removed, as warrants are met due to the temporary bussing of students in this area by the Peel Board of Education.
- (b) That the Peel Board of Education be requested to continue temporary transportation of the students attending Plum Tree Crescent Public School, until such time as traffic signals are installed at Derry Road and Danton Promenade.

F.06.03.02
(TSC-61-6-88)

- TSC-62-88 (a) That the 12 hour parking zone on the north side of John Street from Front Street to Riverside Public School, 30 John Street North, be removed.
- (b) That a 'School Bus Loading' zone, and all appropriate signage, be instituted on John Street at Riverside Public School.

F.06.03.02
(TSC-62-6-88)

- TSC-63-88 That a 'School Bus Loading' zone, and all appropriate signage, be installed at Willow Glen Public School, 1301 Epton Crescent.

F.06.04.13
(TSC-63-6-88)

September 29, 1988

21(c)

TSC-64-88 That, as per the September 13, 1988, request of Mrs. B. Gates, Area Business Officer, Peel Board of Education, the existing bus loading zone in front of Briarwood Public School, 1065 Mississauga Valley Blvd. be extended to accommodate one additional bus.

F.06.04.13
(TSC-64-6-88)

TSC-65-88 That the request dated September 16, 1988, from Mrs. L. Lencz, Vice-Principal, St. Dominic School, 515 Hartsdale Avenue, for the implementation of a bus patrollers program at St. Dominic School, be approved.

F.06.03.07
(TSC-65-6-88)

TSC-66-88 (a) That a sidewalk be constructed from Highway #10 on the north side of Elm Drive to Kariya Street, and from Kariya Street on the north side of Elm Drive to Joan Drive.

(b) That a sidewalk be constructed on the east side of Kariya Street from Elm Drive to Burnhamthorpe Road.

(c) That the Public Works Department study this area to determine what traffic signals and signs are required.

F.06.03.02
(TSC-66-6-88)

TSC-67-88 That the temporary Crossing Guard at Golden Orchard Drive in front of Burnhamthorpe Public School, be made permanent, as warrants are met at this location to retain the Crossing Guard.

F.06.03.02
(TSC-67-6-88)

TSC-68-88 (a) That a further site inspection take place at Kingsbridge Garden Circle and Huntington Ridge Drive, to determine where a foot patrol could be located for St. Matthew Separate School, 280 Kingsbridge Garden Circle.

(b) That the Public Works Department be requested to review the intersection of Kingsbridge Garden Circle and Huntington Ridge Drive, to determine if All Way Stops are warranted.

(c) That the speed limit on Kingsbridge Garden Circle and Huntington Ridge Drive, in the vicinity of St. Matthew School, be reduced to 40 km.

F.06.03.02
(TSC-68-6-88)

21(a)

- 5 -

September 29, 1988

TSC-69-88 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Joan Drive and Central Parkway, to determine if warrants are now met for a Crossing Guard.

F.06.03.02
(TSC-69-6-88)

TSC-70-88 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Huntington Ridge Public School, 345 Huntington Ridge Drive to determine if warrants are met for a Crossing Guard.

F.06.03.02
(TSC-70-6-88)



Corporate Report

Received by
Clerk's Dept.

Clerk's Files **F.02.04.03**

22

OPERATION/WORKS **OCT 5 1988**

Originator's
Files

11 141 00045
11 161 00011
13 211 00023

DATE: September 29, 1988
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Road Closures at C.P. Rail Crossings Wolfedale Road, Erindale Station Road, Mavis Road.

ORIGIN: Mr. Fred Davies, Project Manager C.P. Rail, Union Station, Room 354, 65 Front Street West, Toronto, Ontario, M5J 1E8

COMMENTS: Mr. Davies has requested permission to close all three (3) roadways at the C.P. crossings during separate time periods for the purpose of track additions for the expansion of GO Transit service and for track maintenance. The proposed closures are as follows:

Wolfedale Road - Monday, October 24, 1988, 10:00 a.m.
through Friday, October 28, 1988,
3:30 p.m.

Erindale Station Road - Monday, October 31, 1988,
10:00 a.m. through Friday,
November 4, 1988, 3:30 p.m.

Mavis Road - Monday, November 7, 1988, 10:00 a.m.
through Thursday, November 10, 1988,
3:30 p.m.

The closures are required due to the complexity of the work to be undertaken, which includes track leveling, replacement and maintenance, as well as the construction of an additional track.

Public Works staff have discussed a number of alternatives such as opening the crossing daily during peak hours; however, Mr. Davies has indicated that such a proposal would be virtually impossible. Interruptions would negatively impact the quality of the work and would result in a considerably less than desirable end product, which would require frequent maintenance.

2201

Chairman and Members of the
Operations and Works Committee

- 2 -

September 29, 1988

CONCLUSION:

Ideally the Public Works Department would prefer that the peak hour traffic be maintained during the crossings reconstruction; however, due to the complexity of the works, it is evident that complete closures are required. In this regard, advance notification signs, as well as detour signing will be installed by City forces.

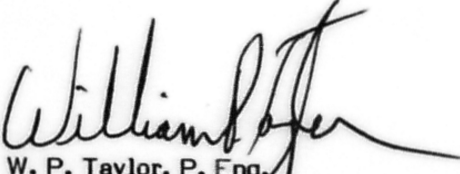
RECOMMENDATIONS:

That a By-Law be enacted to implement the closures of:

- (i) Wolfedale Road - Monday, October 24, 1988,
10:00 a.m. through Friday, October 28, 1988,
3:30 p.m.,
- (ii) Erindale Station Road - Monday, October 31, 1988,
10:00 a.m. through Friday, November 4, 1988,
3:30 p.m.,
- (iii) Mavis Road - Monday, November 7, 1988,
10:00 a.m. through Thursday, November 10,
1988, 3:30 p.m.,

at the C.P.R. railway crossings for the purpose of track expansion and maintenance.

W. P. Taylor
1128E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

Z-30

22th



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

z-
**PROPOSED CP RAIL CROSSING
CLOSURES**



OCT 5 1988

Received by
Clerk's Dept.

Clerk's Files F.06.04.02

Originator's
Files
11 141 00045
11 161 00011
13 211 00016

OPERATIONS WORKS

DATE: September 22, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Request for Parking Prohibition - Avongate Drive.

ORIGIN: Residents' Petition submitted to Councillor D. Culham, Ward 6.

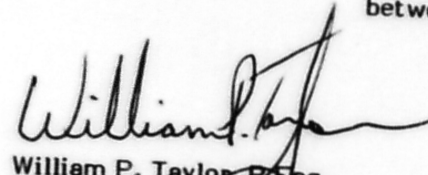
COMMENTS: The Public Works Department was forwarded a petition through Councillor Culham's office requesting a parking prohibition on both sides of Avongate Drive during school hours. The specific area in question is that west of Parmeer Drive. The remainder of Avongate Drive is currently prohibited to parking from 9:00 a.m. to 3:00 p.m. A number of other streets in the area have a similar restriction.

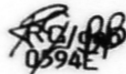
The parking problems in this neighbourhood are primarily caused by students from St. Martin's Separate School who park their vehicles on adjacent streets during school hours.

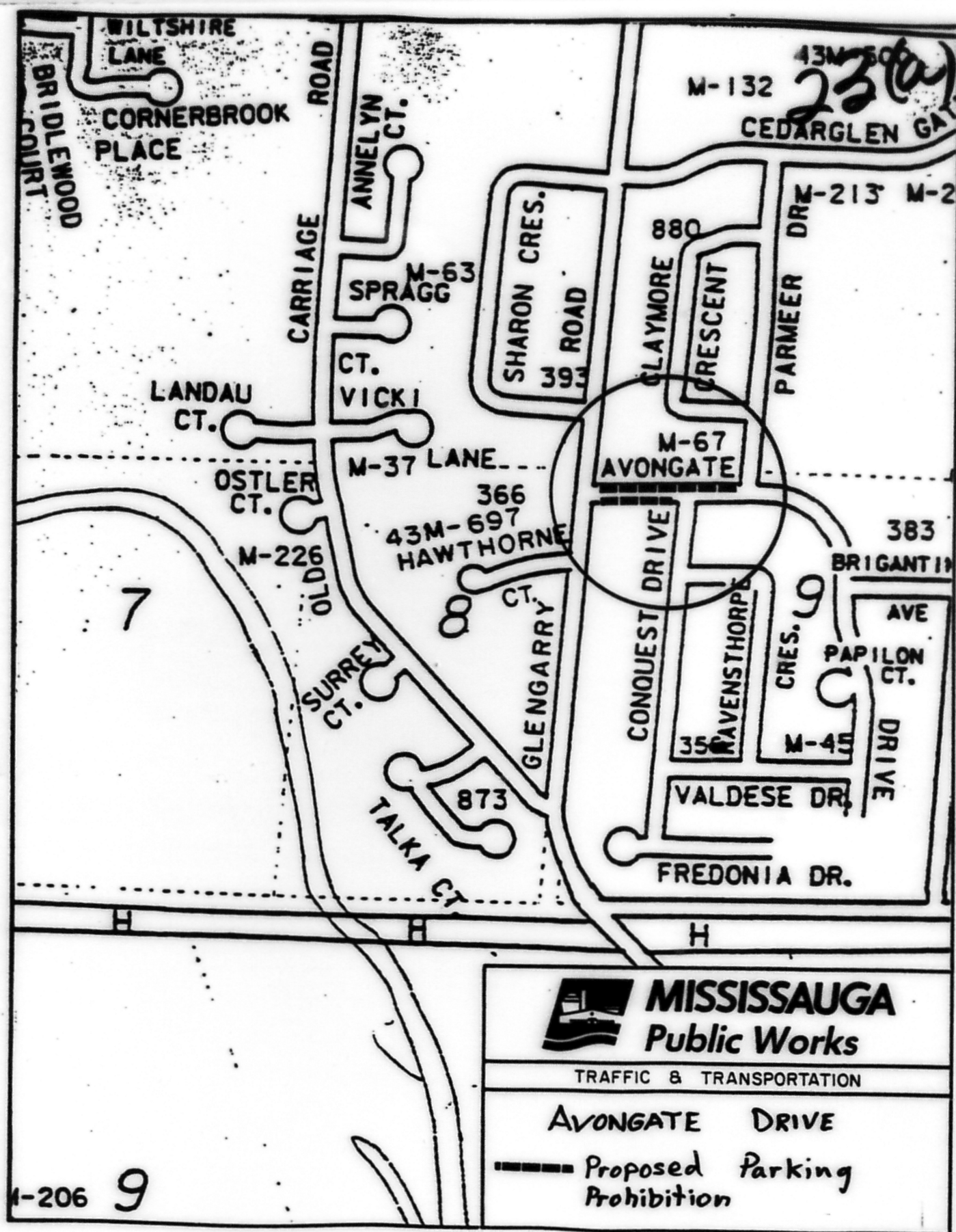
Since most of Avongate Drive is restricted to parking, the problem has shifted to the non-restricted section.

CONCLUSION: At the request of area residents, and in keeping with the majority of Avongate Drive and surrounding streets, parking should be prohibited on both sides of Avongate Drive from 9:00 a.m. to 3:00 p.m., Monday to Friday, between Parmeer Drive and Glengarry Road. This will help to alleviate day time parking problems caused by local high school students.

RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides of Avongate Drive from 9:00 a.m. to 3:00 p.m., Monday to Friday, between Parmeer Drive and Glengarry Road.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.


RG/BB
0594E





City of Mississauga
MEMORANDUM

Item 24

To L. MAILER, COMMITTEE COORDINATOR
Dept. CLERKS

From D.R. LANE, COUNCILLOR
Dept. WARD 8

October 3, 1988

OPERATION WORKS. OCT 5 1988

It has come to my attention that a study for crossing guards was conducted at All Saints - Colonial and Drummond. The findings indicated roughly 77 children crossing.

I would like to request that the recommendation for a crossing guard at this location, as well as appropriate signage be referred to the Operation and Works Committee meeting scheduled for October 5th. The reason for this request is due to the chaos at this site and my obvious concern for safety.

Thanking you in advance,

Donna R. Lane
Donna R. Lane,
Councillor, Ward 8.

cc. D. Vinter, Clerks

TRAFFIC SAFETY COUNCIL

Site Inspection Report

<u>LOCATION:</u>	Colonial Drive and Drummond Road
<u>DATE OBSERVED:</u>	September 29, 1988
<u>REQUEST FOR:</u>	Crossing Guard
<u>REQUEST FROM:</u>	Mrs. Vena, M. Derry
<u>TIMES OBSERVED:</u>	8:00 am to 9:00 pm
<u>OBSERVED BY:</u>	B. Caldwell, K. Basarke, Dr. Wood
<u>WEATHER CONDITIONS:</u>	sunny

PART ONE

SITE CONDITIONS

COMMENTS

1) TRAFFIC CONTROLS AND SIGNS	school crossing
2) POSTED SPEED LIMIT	no
3) VISIBILITY OF CROSSING PEDESTRIANS	good
4) SIGHT OBSTRUCTIONS (Hedges, Fences, Trees, Etc.)	no
5) ROAD GRADE (Flat?)	flat
6) ROAD WIDTH	36'
7) ROAD CONDITION	good
8) PRESENCE OF SIDEWALKS	both sides
9) PROXIMITY TO SCHOOL	at school
10) ROUTE SURVEY (Note any short-cuts, shopping areas, construction, parked vehicles ect.)	n/a

PART TWO

CALCULATIONS/OBSERVATIONS

A) VOLUME OF TRAFFIC (See Intersection Plan)

heavy

B) SAFE GAP TIME (Width of Road $\div$ 3.5 + 4 seconds = Safe Gap)

14

C) NUMBER OF CROSSING PEDESTRIANS

large number of very young children

D) VEHICLE/PEDESTRIAN CONFLICTS

none

NOTE: Where there are frequently less than 4 adequate gaps in a five minute period a crossing guard is warranted.

PART THREE

ASSESSMENT

NUMBER OF SAFE GAPS/5 MINUTE PERIOD: _____

RECOMMENDATION:

- (a) That a Crossing Guard be placed at
the northwest corner of Colonial
Drive and Drummond Road.
- (b) That appropriate speed and parking
signs be installed as soon as possible.

CITY OF MISSISSAUGA

ENGINEERING DEPARTMENT



CROSSING GUARD WARRANT SURVEY

LOCATION Colonial Drive and Drummond DAY Thursday DATE Sept. 29/88
Road

CONTROL SIGNS _____

SPEED LIMIT _____

ROAD WIDTH 36'

ROAD SURFACE _____

SAFE GAP TIME $\left(\frac{W}{3.9} + 4 \right) = 14$ SEC.

TIME	GAPS	N° OF PEDS
8:00 - 8:05	/-/-19-27-/ -/-/-/-/-29-/ -35-/ -/-/-/-/	
8:05 - 8:10	/-45-15-27-/ -/-/-/-/-110-/ -19-12-/ -/-/-/-/	
8:10 - 8:15	/-/-/-35-211-27-/ -/-36-/ -/-/-27-/ -/	
8:15 - 8:20	39-/ -17-/ -17-/ -22-19-/ -22-19-/ -16-/ -/-19-/ -/-/-/	
8:20 - 8:25	301-25-/ -30-/ -23-34-25-23-29	
8:25 - 8:30	/-/-30-25-/ -/-30-23-34-25-23-29	
8:30 - 8:35	/-29-11-27-/ -/-/-/-/-/-15-15-/ -/-/-/-21	
8:35 - 8:40	/-21-/ -/-/-/-29-39-/ -/-/-/-/-/-/-/-/-/	
8:40 - 8:45	/-/-/-/-/-/-/-/-25-/ -/-/-/-/-29-15-/ -/-/	
8:45 - 8:50	/-/-/-/-/-/-19-/ -/-/-/-/-33-/ -/-23-/ -/	
8:50 - 8:55	/-/-43-/ -/-/-/-/-/-17-45-/ -/-/-/-/	
8:55 - 9:00	/-/-23-14-/ -/-/-/-/-/-/-21-/ -/-/-15	
11:30 - 11:35		
11:35 - 11:40		
11:40 - 11:45		
11:45 - 11:50		
11:50 - 11:55		
11:55 - 12:00		
12:00 - 12:05		
12:05 - 12:10		
12:10 - 12:15		
12:15 - 12:20		
12:20 - 12:25		
12:25 - 12:30		
12:30 - 12:35		
12:35 - 12:40		
12:40 - 12:45		
12:45 - 12:50		
12:50 - 12:55		
12:55 - 1:00		
1:00 - 1:05		

CITY OF MISSISSAUGA

MINUTES

MEETING EIGHTEEN EIGHTY-EIGHT

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, OCTOBER 5, 1988, 9:15 A.M.

PLACE OF MEETING: COUNCIL CHAMBER, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook (Chairman)
Councillor D. Lane
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor P. Mullin
Councillor M. Prentice

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, City Solicitor
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Mr. R. Nisbet, Manager, Vehicle Licensing
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator, Clerk's
Department

INDEX - OPERATIONS AND WORKS COMMITTEE - OCTOBER 5, 1988

DEPUTATIONS - 9:15 A.M.

- A. (i) Mr. S. Salameh
(ii) Mr. D. Hanes, Ministry of Transportation Ontario
SEE ITEM 1
- B. (i) Mrs. L. Kishimoto
(ii) Mrs. D. Pecoski, Chairman of the Education Committee, St. Marks Separate School
F.06.03.06
F.06.03.04
SEE ITEM 16

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	L.08.04.05	Handicapped Accessible Taxicabs
2.	F.05.04.01 F.05.04.05	Refuse Collection and Recycling Program Communication
3.	A.02.03.02.24	Highway 403 Arterial Road Extension
4.	D.01.04	Ten Year Transit Service Strategy Plan
5.	M-830	Gaspero Developments Limited - Parkwood Place Subdivision
6.	T-86037	488236 Ontario Limited - Exemption from Major Watercourse Improvement Levy
7.	M-371	Ontario Court Subdivision - Draw on Securities
8.	M-424	Kenley Subdivision - Draw on Securities
9.	0Z/4/84	Queentario Plaza - Assumption of Works
10.	0Z/89/86 0Z/73/84	Ready Motors Import Ltd. - Assumption of Works
11.	0Z/39/78.	Erindale Landing - Assumption of Works
12.	F.02.02 M-240 M-241	Wimpey-Sorrento Industrial Subdivision - Assumption of Works
13.	B.07.83136	Canford Crescent - Assumption of Works

- | | | |
|-----|--|---|
| 14. | F.02.07
T-82033
T-86106
T-87046
T-88016
T-86049
T-87041
T-86083 | Street Names
Gwillimbury Residential Subdivision
Erin Mills Development Corporation
United Lands Corporation Limited
Master Gain Investments Inc.
Alcester Subdivision
First City Development Corporation
Sherwood Mills Subdivision |
| 15. | J.05.88043 | Central Traffic Signal Control System Annual Maintenance |
| 16. | F.06.03.06
F.06.0.04 | Sawmill Valley Drive - Sawmill Valley Public School/St.
Mark Separate School |
| 17. | F.06.04.02 | Truscott Drive - Parking Prohibition |
| 18. | T-87003 | Gottardo Properties - Deed of Land to the City from Hydro |
| 19. | F.02.03.13 | Conveyance of Watermain Easement to Region of Peel and
Electrical Distribution Easement to Hydro Mississauga |
| 20. | T-87045 | First Terragar Holdings Limited - Conveyance of One Foot
Reserve - Osprey Boulevard |
| 21. | A.03.04.11.02 | Traffic Safety Council Report 6-88 - September 29, 1988 |
| 22. | F.02.04.03 | Road Closures at C.P. Rail Crossings - Wolfedale Road, Erindale
Station Road, Mavis Road - Construction of Third Track |
| 23. | F.06.04.02 | Avongate Drive - Parking Prohibition |
| 24. | F.06.04.02 | Colonial Drive/Drummond Road - Crossing Guard |
| 25. | J.05.88008.01 | McLaughlin Road Widening |

MATTERS CONSIDERED:

1. Recommendation 51-88 of the Public Vehicle Authority Report 8-88 of September 13, 1988, as follows:
 - (a) That the Legal Department be directed to prepare amendments to the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs as outlined in Proposal 4 in the September 2, 1988, report of William P. Taylor, Commissioner of Public Works, as amended by the Public Vehicle Authority on September 13, 1988;
 - (b) That advertisements be placed in local newspapers, as soon as possible, to inform the public that proposals for the provision of accessible taxicabs in the City of Mississauga will be received by a date to be determined by staff.
 - (c) That Public Works staff review all proposals and recommend the successful applicants to Council for their consideration.
 - (d) That upon approval of Council, the successful applicant(s) be required to sign a declaration of agreement which will include all the conditions of issuance plus the following three major commitments:
 - (i) provision of proof of order and purchase of six (6) CSA approved accessible vehicles.
 - (ii) implementation of special accessible taxicab service by January 1, 1989.
 - (iii) provision of authenticated proof of order from the manufacturer or deliverer if delivery of vehicle is to be delayed.

Mr. Salameh advised that concerns were raised at the Public Vehicle Authority meeting regarding the type of license in question and under what category it should be issued. However, the focus has shifted to one of classification and whether it should be an integrated or segregated service.

Mr. Salameh proposed the following arguments against the segregated service:

1. being labelled discriminatory
2. loss of Provincial and Federal grants
3. restricted service with limited income
4. probability of municipal subsidy being needed.

He proposed the following arguments against the integrated service:

1. It could set a precedent for further action to convert the whole transportation system in the City which would mean enormous cost implications.
2. the difficulty of insuring the method of control of the ambulatory fares and insuring the service is primarily to the disabled.

Mr. Salameh suggested that the main purpose which was to implement a service to the disabled has become a human rights issue. Mr. Salameh requested that the City's Legal Department explore the possibility of introducing and issuing a new type of license under the category of "selective service".

"Selective service" means a service being part of the whole existing transportation system and its governing by-laws subject to specified conditions and provisions. By introducing this category a parallel transportation system would be created while still remaining part of the existing system and not separate.

Mr. Salameh summarized by advising that it was his intention to continue to search for the most appropriate method of implementing a transportation service to the disabled and by introducing the new category it would facilitate the process of issuing the necessary license.

Councillor Culham moved approval of the recommendation on the understanding that the by-law amendments would be brought back to the Public Works Committee.

Mayor McCallion expressed concern with the integrated service but recognized that the \$5,000 Provincial subsidy will not be available if the service was segregated.

Mr. Hanes addressed the Committee and pointed out that the purpose of the subsidy is to encourage taxicab owners to provide accessible transportation to the handicapped. In response to concerns raised by the Mayor, Mr. Hanes advised that the Ministry does not support a fully accessible transit system but pointed out that there is support for such a proposal by certain other ministries. The Ministry of Transportation recognizes the cost implications of such a system for the benefit of a minority. The Ministry is attempting to provide a choice of transportation modes for the handicapped. Mr. Hanes advised that the Ministry had not considered putting minimum limits on the number of hours or trips that these taxicabs should be available to the handicapped, but he would discuss this with his Director and respond to Staff.

Staff advised that the service will have to be closely monitored and reviewed.

With respect to the recommendation (d)(1) it reads that the successful tenderer will automatically have to purchase six vehicles. Staff advised that this should read "up to six" vehicles.

Councillor McKechnie questioned if the successful tenderer will be struck off the Taxicab Priority List for other new licenses and requested Staff review this policy.

The motion by Councillor Culham, as amended, was voted on and carried.

L.08.04.05

See Recommendation OW-372-88 (D. Culham)

2. Report dated September 21, 1988, from the Acting Director of Public Affairs in response to a request from the Operation and Works Committee for a report outlining the procedure by which new residences are advised of the City's refuse collection and recycling programs.

Public Affairs produces pamphlets and newsletters with information on recycling and refuse collection.

The Recycling News is published twice a year in Spring and Fall in cooperation with Laidlaw Waste Systems and the Mississauga Clean City Campaign. It is distributed to all households on the recycling program. The distribution service constantly reviews new neighbourhoods to ensure that new residents receive the newsletter.

The Recycling News is also included in the Welcome Wagon information package to new residents.

The Recycling News has proven to be an effective means of communicating this information to the public. For example, during the week following the distribution of the Spring, 1988 issue, the Inquiries Officers received 507 telephone requests for Blue Boxes.

A pamphlet is distributed with Blue Boxes to new residents. It contains information on the recycling program including instructions on how to use the box as well as information on refuse collection.

Updates on recycling and garbage pickup dates and times are regularly included in Mayor McCallion's notes for the Mayor's Hour on Cable 10.

Notices are placed in the Mississauga News, the Toronto Star, and on CFRB and CHFI informing residents of holiday garbage pickup schedule changes. The newspaper notices run for two consecutive weeks prior to the holiday and the radio announcements one week prior to the holiday. These notices are frequently used to provide a secondary message on the recycling program as well.

Public Affairs has placed one notice in the Mississauga News this year telling residents how to use their Blue Box.

On request, Public Affairs provides residents with an information kit on recycling. These are available through the Information Desk.

Public Affairs has produced stickers to be placed on all new Blue Boxes with instructions on how to use the box.

October 5, 1988

RECOMMENDATION:

That the report dated September 21, 1988, from the Acting Director of Public Affairs outlining the procedure for communicating the refuse collection and recycling programs to new residents be received for information.

F.05.04.01
F.05.04.05

Approved

See Recommendation OW-373-88 (D. Culham)

3. Report dated September 26, 1988, from the Commissioner of Public Works regarding the Highway 403 Arterial Road Extension and provides an extensive analysis of the project under the following headings:

1. Background
2. Study Process/History
3. Need and Justification
4. Roadway Alignment
5. Public Involvement
6. Major Public Concerns/Responses
7. Conclusions

RECOMMENDATION:

- (a) That a four lane cross section for the Highway 403 Arterial Road Extension be adopted.
- (b) That Alignment Alternative C in the east-west direction and Alternative 2 in the north-south direction, as indicated in the report dated September 26, 1988 from the Commissioner of Public Works, be adopted.
- (c) That detailed design for the section from Cawthra Road to Dixie Road proceed immediately, with construction scheduled to occur during 1989 and that the Ministry of Transportation of Ontario be so advised.
- (d) That the Environmental Study Report, as required under current Environmental Assessment Legislation, be prepared for the section from Dixie Road to Eglinton Avenue and filed in the public record.
- (e) That the Minister of Municipal Affairs, pursuant to Section 9(2) of the Ontario Planning and Development Act, be requested to deem the undertaking illustrated as Alternative C in Exhibit 4 of the report dated September 26, 1988 from the Commissioner of Public Works to be in conformity with the general intent and purpose of the Parkway Belt West Plan.
- (f) That construction of the earth berm in the section from Cawthra Road to Dixie Road, prior to the construction of the roadway, be investigated with appropriate Provincial staff.

- (g) That the matters of posted speed and night time truck prohibitions be reported on with appropriate by-laws prior to the opening of the roadway to traffic.
- (h) That discussion be held with Provincial staff to determine improved levels of maintenance and to review possible features such as a jogging path or minor landscaping in the buffer utility corridor immediately adjacent to residences south of the Parkway Belt.
- (i) That the members of the Community Advisory Committee be thanked for their significant contributions to the planning of the project and be requested to participate further in the project design and the resolution of outstanding issues.
- (k) That the widening of Eglinton Avenue from four to six lanes between Cawthra Road and the proposed 403 Arterial Roadway be considered in the City's 10-year road construction program.
- (l) That the final design of the Arterial Road/Fieldgate Drive Intersection be further investigated with the Community Advisory Committee.
- (m) That the planned widening of Fieldgate Drive, north of Rathburn Road (a project previously anticipated to be required independent of the Arterial Roadway) be subject to further traffic studies and review with the Community Advisory Committee.

This item was deferred to the end of the meeting for a presentation from the Consultants; however, due to the time spent on the McLaughlin Road issue and time constraints, the Committee were provided with an informal presentation in the afternoon.

Councillor Prentice requested that recommendation (f) be amended by the addition of the words underlined:

'That construction of the earth berm in the section from Cawthra Road to Dixie Road, prior to the construction of the roadway, be investigated with appropriate Provincial staff and that the earth berm be constructed during the 1988-89 winter season if t all possible.'

A motion by Mayor McCallion to approve the recommendations with the amendment was voted on and carried.

A.02.03.02.24

Approved

See Recommendation OW-374-88 (H. McCallion)

4. Report dated September 21, 1988, from the Commissioner of Public Works regarding a Ten Year Transit Service Strategy Plan.

On May 24, 1988 the Minister of Transportation of Ontario presented a report entitled "Transportation Directions for the Greater Toronto Area". The purpose of the presentation is to announce the Province's plans and intentions regarding various transportation initiatives for the Greater Toronto Area.

On June 15, 1988, the Operation & Works Committee received a report from the Commissioner of Public Works regarding the Minister's announcement and its implications on the City of Mississauga. It was stated in this report that it was difficult for the City to respond adequately to many of the suggested transit service improvements because there was no cohesive intermediate term implementation plan for City transit services. For the longer term, during the 1985 Mississauga Transportation Study, the City has identified the Mississauga busway and three north/south transit corridors along Dixie Road, Hurontario Street and Erin Mills Parkway as the ultimate rapid transit plan. In addition, short term implementation planning of transit service improvements is addressed annually during the budget preparation and approval process. However, in light of the provincial announcement on transportation improvements in the Greater Toronto Area it appeared appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions.

In the Commissioner's report it was recommended that staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a ten-year transit service strategy plan.

Early contact was also made with senior Ministry of Transportation of Ontario (M.T.O.) staff. In light of the Minister's announcement it appears that the Ministry has strong interest in furthering the development of transit in rapidly growing areas such as Mississauga. As a result, strong support for the proposed Transit Service Plan was indicated.

The Public Works and Transit Departments have met regarding the development of a Ten-Year Transit Service Strategy Plan. A proposal for such a study has been requested and received from Mr. Neil Irwin, Managing Director, IBI Group. The upset limit cost of the study is \$103,000 which the MTO is expected to subsidize at a rate of 75%.

In order for the study to be completed by the end of 1988 such that it can be used as input into the preparation of the City's and MTO's budgets, it has been concluded that a direct appointment should be recommended. It is concluded that the above noted study should be proceeded with in accordance with the IBI study proposal.

RECOMMENDATION:

- (a) That the IBI Group be retained to prepare a Ten Year Transit Service Strategy plan at an upset limit cost of \$103,000 subject to receiving subsidy of 75% from the Ministry of Transportation Ontario for the consultant's study cost;
- (b) That \$25,800, which represents the City's share of the study cost, be allocated from the City Manager's Contingency Fund;

- (c) That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and the IBI Group to undertake a Ten Year Transit Service Strategy plan.

D.01.04

Approved

See Recommendation OW-375-88 (D. Culham)

5. Report dated September 9, 1988, from the Commissioner of Public Works in response to a request from Bazil Developments Inc. on behalf of Gaspero Developments Limited, the developer of Parkwood Place Subdivision, located north of Eglinton Avenue West and west of McLaughlin Road, to waive Condition III.3 of Schedule 'C' of the Servicing Agreement, whereby the developer agreed that the main wall of any structure or building shall not be closer than 1.5 metres from any abutting designated walkway.

The foundation of the house being constructed on Lot 14 adjacent to the walkway Block 22, has been installed such that the clearance on the walkway is 1.2 metres. The developer is requesting that the City waive the minimum 1.5 metres requirement for Lot 14.

The proposed grades for Lot 14 have been reviewed and it has been determined that the drainage of the lot can be accommodated within this reduced setback.

The minimum setback between the house located on Lot 14 and the walkway Block 22 can be reduced from 1.5 metres to 1.2 metres in view of the fact that, the grading of the lot can be accommodated within this reduced setback.

RECOMMENDATION:

That Condition III.3 of Schedule 'C' of the Servicing Agreement for Parkwood Place Subdivision, Plan M-830, located north of Eglinton Avenue West and west of McLaughlin Road, be waived with respect to Lot 14.

M-830

Approved

See Recommendation OW-376-88 (D. Culham)

6. Report dated September 9, 1988, from the Commissioner of Public Works regarding an exemption from Major Watercourse Improvement Levy to be granted to 488236 Ontario Limited, T-86037, located south of Courtneypark Drive East and east of Kennedy Road.

Under the standard Financial Agreement this developer would be responsible for paying a Major Watercourse Improvement Levy in the amount of \$260,060.66 based on the area of 31.736 ha and the present rate of \$8,194.50 per ha.

October 5, 1988

Under the Servicing Agreement for Plan T-86037 the developer is constructing a storm water channel across Ontario Hydro and M.G.S. property and a trunk storm sewer within the development varying in size from 1650mm (66 inches) to 1950mm (78 inches) which will also provide an outlet for external upstream lands. The estimated value of the storm water channel and the trunk storm sewer works is \$689,030.00.

The estimated cost of the trunk storm sewer oversizing works in excess of 1500mm (60 inch) diameter to be undertaken is \$343,230.00.

RECOMMENDATION:

That the Financial Agreement for Plan T-86037, located south of Courtneypark Drive East and east of Kennedy Road, indicate that a full credit is to be afforded to the developer against the Major Watercourse Improvement Levy.

T-86037

Approved

See Recommendation OW-377-88 (D. Culham)

7.

Report dated September 22, 1988, from the Commissioner of Public Works regarding a draw on the developer's securities for the completion of the above ground service deficiencies including sidewalk, noise barrier, boulevard sodding and lot grading in Ontario Court Subdivision, Plan 43M-371, located south of Britannia Road West and west of Queen Street.

In accordance with the requirements of the Engineering Agreement for Plan 43M-371, the developer was originally required to complete top course asphalt by October 15, 1982. This completion date was later extended to October 15, 1983 and finally to June 30, 1986 due to slow house sales.

A schedule for the proposed date of placement of top asphalt was requested from the developer and their engineering consultants on September 16, 1986, with no response. A further notification advising of the June 30, 1986 completion date was sent on May 26, 1987. The response to this letter included a request from the developer for a further delay to Mid July 1987.

City Council at its meeting of July 15, 1987 approved a recommendation that the Commissioner of Public Works be authorized to complete the outstanding top course of asphalt, top stage of curb and boulevard sodding on Ontario Court. The developer, upon receiving notice of City Council's intentions to draw on his securities, completed the top course of asphalt and top curb. Since that time, no further action has taken place to complete the remaining outstanding above-ground deficiencies.

It has been concluded that the developer has had sufficient time and notice from the City to complete the remaining above ground deficiencies in the Ontario Court Subdivision. It is recommended that the City draw on the developer's securities in order to have this work completed.

October 5, 1988

RECOMMENDATION:

That the City of Mississauga complete the outstanding above ground service deficiencies (currently estimated at \$40,000.00) in the Ontario Court Subdivision, Plan 43M-371, located south of Britannia Road West and west of Queen Street and that the Commissioner of Finance and Treasurer be authorized for draw on the Letter of Credit (currently valued at \$41,050.30), to cover the costs incurred by the City.

M-371

Approved

See Recommendation OW-378-88 (D. Culham)

8. Report dated September 22, 1988, from the Commissioner of Public Works regarding a draw on the developer's securities for the completion of outstanding grading works in Kenley Subdivision, Plan 43M-424, located north of Derry Road and west of Winston Churchill Boulevard.

In accordance with the Servicing Agreement for the subject development and as a requirement of the assumption of this subdivision, the developer agreed to grade and seed the undeveloped lots and blocks (lots 66 and 67, blocks 135-141). To date this work remains incomplete.

The developer was advised in letters dated May 13, 1988 and September 9, 1988, that this work has not yet been completed and should be undertaken as soon as possible. To date, no response has been received from the developer.

RECOMMENDATION:

That the City of Mississauga complete the outstanding grading works (currently estimated at \$5,000.00) in the Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Blvd. and that the Commissioner of Finance and Treasurer be authorized to draw on the Letter of Credit (currently valued at \$22,750.00) to cover the costs incurred by the City.

M-424

Approved

See Recommendation OW-379-88 (D. Culham)

9. Report dated September 15, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Queentario Plaza, Ref. Plan 43R-11702, located north of The Queensway W. and east of Highway 10.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for 578646 Ontario Limited, Ref. Plan 43R-11702, located north of the Queensway W. and east of Highway 10 and that the Letter of Credit (current value \$19,221.90) be returned to the developer, 578646 Ontario Limited.

OZ/4/84

Approved

See Recommendation OW-380-88 (D. Culham)

10. Report dated September 22, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Ready Motors Import Ltd., Plan 43R-12657, OZ-89/86, OZ-73/84, located south of Dundas St. East and east of Hwy. 10.

As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Ready Motors Import Ltd., Plan 43R-12657, OZ-89/86, OZ-73/84, located south of Dundas Street East and east of Hwy 10 and that the Letter of Credit (current value \$49,785.62) be returned developer, Ready Motors Import Ltd.

OZ/89/86

OZ/73/84

Approved

See Recommendation OW-381-88 (D. Culham)

11. Report dated September 23, 1988, from the Commissioner of Public Works regarding the assumption of Municipal Works for Erindale Landing, 1646 Dundas Street West, Ref. Plan 43R-11072, located south of Dundas Street West and east of Mississauga Road.

As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Erindale Landing, Ref. Plan 43R-11072 located south of Dundas Street West and east of Mississauga Road and that the Letter of Credit (current value \$25,110.20) be returned the developer, Donnygar Enterprises.

02/39/78

Approved

See Recommendation OW-382-88 (D. Culham)

12. Report dated September 15, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Wimpey-Sorrento Industrial Subdivision, Plan M-240 and M-241, located north of Britannia Road East and east of Tomken Road.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned plans.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for Wimpey-Sorrento Industrial Subdivision, Plans M-240 and M-241, located north of Britannia Road and east of Tomken Road.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-240 and M-241 (currently valued at \$130,975.39) be returned to the developer, George Wimpey Canada Ltd. and Sorrento Developments Ltd.
- (c) That a by-law be enacted establishing the road allowances within Plans M-240 and M-241 as public highways and part of the municipal system of the City of Mississauga.

F.02.02
M-240
M-241

Approved

See Recommendation OW-383-88 (D. Culham)

13. Report dated September 23, 1988, from the Commissioner of Public Works regarding the assumption of Municipal Works for Canford Crescent extension, located west of Erin Mills Parkway and south of the Queen Elizabeth Highway.

As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

October 5, 1988

RECOMMENDATION:

That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Morsal Developments Ltd., Reference Plan 43R-8921 (located west of Erin Mills Parkway/south of the Queen Elizabeth Highway and that the Letter of Credit (current value \$10,388.81) be returned to the Developer.

B.07.83136

Approved

See Recommendation OW-384-88 (D. Culham)

14.

Summary dated September 20, 1988, from the Commissioner of Public Works regarding street names as follows:

- (a) That the following street names be approved for the Gwillimbury Residential Subdivision T-82033, located north of Lakeshore Road West and west of Clarkson Road: Feeley; Fellen (not Court); Gorled.
- (b) That the following street names be approved for the Erin Mills Development Corporation Subdivision, T-86106, located east of Winston Churchill Boulevard and south of Highway #401: Markus; Statesman; Toro.
- (c) That the name "Forum" be approved as a street name for the United Lands Corporation Limited Subdivision (T-87046) and the Master Gain Investments Inc. (T-88016), located north of Eglinton Avenue East and east of Hurontario Street.
- (d) That the name "Marcove" be approved as a street name for the Norwood Properties Subdivision, T-86031, located south of Derry Road East and East of Kennedy Road.
- (e) That the names "Alcester" and "Anic" be approved as street names for the Alcester Subdivision, T-86049, located south of Derry Road East and east of Kennedy Road.
- (f) That the names "Bishop Strachan" and "Doug Leavens" be approved as street names for the First City Development Corporation Subdivision, T-87041, located west of Tenth Line West and South of Derry Road West.
- (g) That the name "Moulin Rouge" be approved as a street name for the Sherwood Mills Subdivision, T-86083, located north of Eglinton Avenue West and east of Creditview Road.

T-82033
T-86106
T-87046
T-88016
T-86031
T-86049
T-87041
T-86083

Approved

See Recommendation OW-385-88 (D. Culham)

15. Report dated September 26, 1988, from the Commissioner of Public Works regarding a maintenance agreement between Fortran Traffic Systems Limited and the City of Mississauga for the annual maintenance required for the Central Traffic Signal Control System. Fortran Traffic Systems Limited is a subsidiary company of Guild Electric Limited who has purchased the exclusive rights to the T2000 Traffic Signal Control System from Canadian General Electric, the original developer of the system.

It is necessary for the City of Mississauga to enter into an annual maintenance agreement for the Central Traffic Signal Control System and that a limited stock of spare equipment be retained. Fortran, being the sole owner of the rights to the T2000 Traffic System, is the only organization capable of performing software and hardware maintenance. Their price is reasonable and on par with similar agreements in the industry. The cost is within budgeted amounts.

RECOMMENDATION:

- (a) That the City of Mississauga enter into a maintenance agreement with Fortran Traffic Systems Limited at an annual cost of (\$46,960.00), FORTY-SIX THOUSAND AND NINE HUNDRED AND SIXTY DOLLARS.
- (b) That the City of Mississauga share in the purchase of spare equipment with the Cities of London and Burlington with the City's share being (\$18,670.00), EIGHTEEN THOUSAND, SIX HUNDRED AND SEVENTY DOLLARS, exclusive of taxes.

J.05.88043

Approved

See Recommendation OW-386-88 (D. Culham)

16. Report dated September 13, 1988, from the Commissioner of Public Works regarding the problems associated with the stopping and parking of vehicles across the frontages of both Sawmill Valley Public School and St. Mark Separate School on Sawmill Valley Drive which have been addressed on a number of occasions. The prohibitive signing currently in place has been altered several times to reflect the needs and desires of the parents, residents and safety of the students. Unfortunately, an appropriate compromise was never obtained as there was always dissatisfaction and complaints from at least one party. This resulted in confusion at times, potential for conflict, difficulties with respect to safety of the schoolchildren, and occasionally irate parents when the Peel Regional Police were requested to enforce the stopping prohibitions.

On the basis of a petition and deputation by Mrs. Kishimoto, the Traffic Safety Council at its meeting of February 14, 1988 recommended the stopping prohibitions on both sides of Sawmill Valley Drive that are currently in place. City Council approved these works at its meeting. Previously, parking/stopping was permitted on the east side of Sawmill Valley Drive in front of each school. No stopping was permitted in the vicinity of the school crossing and the school driveways.

October 5, 1988

The Public Works Department installed the necessary signing which precipitated expression of concerns from many parents and the principal of St. Mark's School. As a result of this action and the numerous complaints received, a meeting was arranged by Councillor Lane.

On March 9, 1988 a meeting involving Public Works personnel, Councillor Lane, representatives of the schools, school boards, Peel Regional Police, Traffic Safety Council and area residents was held to address this as well as other school safety issues.

Based on the Public Works Department review, the relocation of the school crossing and the removal of portions of the stopping prohibitions satisfactorily meet the needs of those parents who must drive their children to and from school.

It is felt that this action will provide an adequate level of safety for the school children, crossing guard, motorists and area residents. However, in an effort to further enhance safety for all involved, the Public Works Department will undertake the following:

- (i) Preparation for distribution by both schools, a plan illustrating the signing arrangements and the area where parking/stopping will be legally permitted;
- (ii) A review with Recreation and Parks personnel of the existing City park parking lot with the intention of upgrading the lot and providing a possible connection to the existing school walkway;

RECOMMENDATION:

- (a) That the school crossing on Sawmill Valley Drive be relocated to align with the walkway between Sawmill Valley School and St. Mark's School and be equipped with painted crossing blocks and paved boulevards as soon as possible.
- (b) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for the Sawmill Valley Public School to permit parking/stopping;
- (c) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for St. Mark's Separate School to permit parking/stopping;
- (d) That a plan be prepared for distribution by the schools to the parents of the students illustrating the revised signing arrangements and the area where stopping/parking will be permitted;
- (e) That the Public Works Department and Recreation and Parks Department review the feasibility of upgrading of the parking lot immediately south of Sawmill Valley School, and the provision of a connecting link to the existing walkway.

This report was included on the agenda of September 21, 1988, and deferred to this meeting at the request of the Area Representative, Councillor D. Lane.

October 5, 1988

Mrs. Kishimoto advised that she was representing a number of people in the area who are opposed to taking down the no stopping signs due to the danger created by drivers stopping to drop off and pick up their children and the number of drivers who make u-turns.

Councillor Lane pointed out that this area has been an outstanding problem for some time and she has been working with the Schools and the parents in an effort to come to a mutually satisfying solution to the problem. The major concern is for the safety of the young children attending both junior and senior kindergarten who must be escorted into the classroom. There are also a large number of children bussed to these two schools which have inadequate driveways and parking facilities.

In response to a question, Mrs. Kishimoto advised that she did not favour the lifting of the no stopping zones in front of either school as she did not consider this as a positive solution to the problem.

Councillor Cook pointed out that this is similar to many other areas in the City where there are bussed students, children who are driven to and from school, and the lack of adequate driveways and parking lots.

Mr. Lychak advised that the City has taken steps to prevent these problems from occurring in the future with more control on the site plans for new schools.

Councillor Cook questioned whether it would be possible for the buses to drop off and pick up children from the roadway and permit parents to use the driveway for drop off and pick up.

Mrs. Pecoski addressed the Committee and advised that the School has not allowed parents to use the driveway because they are reserved for the buses. It would seem that reversing this would create a hazard for the children accessing the school and the buses because they would have to cross the driveway where parents would be pulling in and out. Mrs. Pecoski suggested that parking and stopping be allowed in front of St. Marks but not between the two schools where the crossing guard is located.

Councillor Cook suggested that the report be referred back to the Area Representative, Staff, the School Principals, and the parents to consider his suggestion and come up with a solution to the problem.

Councillor Lane recommended that the matter be once again referred back and she would attempt to meet with all the parties involved and bring back a satisfactory alternative.

F.06.04.01

Amended

See Recommendation OW-387-88 (D. Lane)

17.

Report dated September 12, 1988, from the Commissioner of Public Works in response to a petition from area residents to prohibit parking on the north side of Truscott Drive from Lewisham Drive to Agora Road.

Truscott Drive is a two lane residential collector roadway and any parked vehicles could create a potentially dangerous situation, particularly during peak hours. Observations revealed that each home on this section of Truscott Drive has a minimum of 200% on-site parking which should satisfy the needs of most residents.

The Public Works Department is in agreement with this request.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement 'No Parking Anytime' prohibitions on the north side of Truscott Drive between Lewisham Drive and Agora Road.

F.06.04.02

Approved

See Recommendation OW-388-88 (D. Culham)

18. Report dated September 14, 1988, from the City Clerk with respect to a condition of registration of subdivision T-87003 being developed by Gottardo Properties, whereby the City is to acquire from Ontario Hydro a parcel of land for the completion of the Ambassador Drive right-of-way between Kennedy Road and Hurontario Street.

The funding for the acquisition has been provided by the developer. The location of the parcel to be conveyed to the City from Ontario Hydro has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-Law be enacted authorizing execution by the City of a Deed of Land from Ontario Hydro to the City of Mississauga over part of Lot 9, Concession 1, East of Hurontario Street, designated as Part 1 on Plan 43R-15639 (Gottardo Properties, Proposed Plan of Subdivision T-87003).

T-87003

Approved

See Recommendation OW-389-88 (D. Culham)

19. Report dated September 14, 1988, from the City Clerk regarding a proposed conveyance of a watermain easement to the Regional Municipality of Peel and an electrical distribution easement to Hydro Mississauga over part of closed out Gulliden Drive by By-law 147-88.

The City in the course of the closure of part of Gulliden Drive on Registered Plan M-36 advised by general circulation all the concerned utilities and the Regional Municipality of Peel if they had any interest to be protected by easement.

October 5, 1988

A response was received from the Regional Municipality of Peel and Hydro Mississauga expressing that they wished to have their respective utilities protected by easement, in support of which they submitted the appropriate documentation. The Public Works Department have reviewed and approved the easements to be granted to the Regional Municipality of Peel and Hydro Mississauga.

RECOMMENDATION:

- (a) That a by-law be enacted authorizing execution by the City of a permanent easement to the Regional Municipality of Peel over the closed out part of Gulliden Drive on Registered Plan M-36 by By-law 147-88.
- (b) That a by-law be enacted authorizing execution by the City of a permanent easement to Hydro Mississauga over the closed out part of Gulliden Drive on Registered Plan M-36 by By-law 147-88.

F.02.03.13

Approved

See Recommendation OW-390-88 (D. Culham)

20.

Report dated September 14, 1988, from the City Clerk regarding a conveyance by the City of a 0.3 m (1 Ft.) Reserve described as Block 357 on Registered Plan 43M-788 to First Terragar Holdings Limited.

There is currently a draft plan of subdivision T-87045 (W) being processed by First Terragar Holdings Limited, south of Trelawny Circle, west of Tenth Line West, immediately to the west of Registered Plan 43M-788.

Block 357, a 0.3 m (1 Ft.) Reserve on Registered Plan 43M-788 located at the westerly end of Osprey Boulevard was conveyed to the City as a condition of development. Part of Block 357 will no longer be required by the City as it will form part of the lotting for proposed plan of subdivision T-87045. Having regard to this change of use for part of Block 357, we have been requested by the Public Works Department to convey to First Terragar Holdings Limited all of Block 357 on Registered Plan 43M-788. That portion of the reserve (Block 357) is still required by the City across Osprey Blvd. will be incorporated in subdivision T-87045 and reconveyed back to the City.

RECOMMENDATION:

That all of Block 357 on Registered Plan 43M-788, a designated 0.3 m (1 Ft.) Reserve be conveyed to First Terragar Holdings Limited (Consolidated Planning Report dated April 12, 1988, Proposed Plan of Subdivision T-87045 - lands located south of Trelawny Circle, west of Tenth Line West, immediately to the west of R.P. 43M-788).

T-87045
M-788**Approved**

See Recommendation OW-391-88 (D. Culham)

October 5, 1988

21. Report 6-88 of the Traffic Safety Council meeting held on September 29, 1988.

Recommendation TSC-67-88

The Traffic Safety Council approved the following recommendation:

'That the temporary Crossing Guard at Golden Orchard Drive in front of Burnhamthorpe Public School, be made permanent, as warrants are met at this location to retain the Crossing Guard.'

Councillor Prentice requested that this motion be amended to provide "that a study be done by the Public Works Department, in conjunction with the Peel Board of Education, regarding a solution for students to be discharged on site including possible changes to the existing school bus zone."

A motion by Councillor McKechnie to adopt the recommendation, as amended, was voted on and carried.

A.03.04.11.02

Amended

See Recommendation OW-396-88 to OW-412-88 (F. McKechnie)

22. Report dated September, 1988, from the Commissioner of Public Works in response to requested road closures at C.P. Rail Crossings for the purpose of track additions for the expansion of GO Transit service and for track maintenance. The proposed closures are as follows:

Wolfedale Road	-	Monday, October 24, 1988, 10:00 a.m. through Friday, October 28, 1988, 3:30 p.m.
Erindale Station Road	-	Monday, October 31, 1988, 10:00 a.m. through Friday, November 4, 1988, 3:30 p.m.
Mavis Road	-	Monday, November 7, 1988, 10:00 a.m. through Thursday, November 10, 1988, 3:30 p.m.

The closures are required due to the complexity of the work to be undertaken, which includes track leveling, replacement and maintenance, as well as the construction of an additional track.

Public Works staff have discussed a number of alternatives such as opening the crossing daily during peak hours; however, Mr. Davies has indicated that such a proposal would be virtually impossible. Interruptions would negatively impact the quality of the work and would result in a considerably less than desirable end product, which would require frequent maintenance.

Ideally the Public Works Department would prefer that the peak hour traffic be maintained during the crossings reconstruction; however, due to the complexity of the works, it is evident that complete closures are required. In this regard, advance notification signs, as well as detour signing will be installed by City forces.

RECOMMENDATION:

That a by-Law be enacted to implement the following road closures at the C.P.R. railway crossings for the purpose of track expansion and maintenance:

- | | | |
|-----------------------|---|--|
| Wolfedale Road | - | Monday, October 24, 1988, 10:00 a.m.
through Friday, October 28, 1988, 3:30 p.m. |
| Erindale Station Road | - | Monday, October 31, 1988, 10:00 a.m.
through Friday, November 4, 1988, 3:30 p.m. |
| Mavis Road | - | Monday, November 7, 1988, 10:00 a.m.
through Thursday, November 10, 1988, 3:30 p.m. |

F.02.04.03

Approved

See Recommendation OW-392-88 (D. Culham)

23.

Report dated September 22, 1988, from the Commissioner of Public Works in response to a petition requesting a parking prohibition on both sides of Avongate Drive during school hours. The specific area in question is that west of Parmeer Drive. The remainder of Avongate Drive is currently prohibited to parking from 9:00 a.m. to 3:00 p.m. A number of other streets in the area have a similar restriction.

The parking problems in this neighbourhood are primarily caused by students from St. Martin's Separate School who park their vehicles on adjacent streets during school hours.

Since most of Avongate Drive is restricted to parking, the problem has shifted to the non-restricted section.

At the request of area residents, and in keeping with the majority of Avongate Drive and surrounding streets, parking should be prohibited on both sides of Avongate Drive from 9:00 a.m. to 3:00 p.m., Monday to Friday, between Parmeer Drive and Glengarry Road. This will help to alleviate day time parking problems caused by local high school students.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides of Avongate Drive from 9:00 a.m. to 3:00 p.m., Monday to Friday, between Parmeer Drive and Glengarry Road.

F.06.04.02

Approved

See Recommendation OW-393-88 (D. Culham)

24. Site Inspection Report dated September 29, 1988, regarding the request for a crossing guard at Colonial Drive and Drummon Road. The Site Inspection Committee recommended:

'That a crossing guard be placed at the northwest corner of colonial Drive and Drummond Road and that appropriate speed and parking signs be installed as soon as possible.'

F.06.03.02

Approved

See Recommendation OW-394-88 (D. Lane)

25. McLaughlin Road Widening

Mayor McCallion advised that the Minister of the Environment has appointed an Environmental Association Advisory Committee to review the issue of the widening of McLaughlin Road. This Advisory Committee was setup in 1983 and has been called upon from time to time to advise the Minister on such projects. The Committee has called a public meeting for Thursday, October 6, at 7:00 p.m. to receive input before the Minister makes a decision on the question of whether or not the project will be subject to an Environmental Assessment Board hearing. The City has been requested to present its case at the meeting and the Mayor requested the Committee to consider the City's position on the matter at this time.

Mr. McDonald advised that the Mayor requested Staff to consider the alternatives to McLaughlin Road without the Peel Board of Education lands since the Board has reopened the and put on hold the transfer of the necessary lands to the City. From a technical standpoint, the road was designed for approximately the year 2,000 with development on both sides from Bristol Road to Britannia Road. The southerly half is residential and the northerly half is industrial/commercial. It was planned to be constructed in two phases: Phase 1 from Eglinton to Bristol; Phase 2 from Bristol to Britannia. McLaughlin Road was designed to be four through lanes, with a fifth lane for turning movements at intersections, and to connect to Confederation Parkway with a flyover the 403 to City Centre. Staff reviewed the following options:

1. Do nothing - This cannot be supported as the road is substandard with poor visibility and creates a safety hazard.
2. Reconstruct McLaughlin Road to 2 lanes with intersection improvements plus a three lane continuous section with turning lanes north of the Board property.
3. Reconstruct it to 4 lanes across the Board property with no left turn lane - This would result in total removal of the trees on the road allowance but would not require the acquisition of the Board property.
4. Construct the full 4 lanes with a continuous left turn lane to connect to Confederation Parkway and flyover the 403.

Mr. McDonald pointed out that to do anything less than the 4 lanes plus the turning lane puts pressure to expedite the reconstruction of Mavis Road. Staff requested the Committee's direction in its approach to the Minister's Advisory Committee.

The Mayor pointed out that the Board put its decision on hold to await the Minister's decision on the Environmental Assessment hearing. The Mayor suggested that in any event the City will be put in the position of expropriating the Board's property.

Committee Members discussed and questioned Staff on the alternatives and specifically relating to development approvals, traffic impact, safety, and future implications.

In light of the situation and the alternatives, the Mayor recommended that McLaughlin Road be reconstructed to two lanes with a left turn lane at intersections and a continuous left turn lane where feasible and that a report be brought back immediately on expediting the reconstruction of Mavis Road.

The motion by the Mayor was voted on and carried.

J.05.8800801

See Recommendation OW-395-88 (H. McCallion)

Recommendations:

As per Repor 18-88

Adjournment:

12:20 P.M.

THE OPERATIONS AND WORKS COMMITTEE

OCTOBER 5, 1988

REPORT 18-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its eighteenth report and recommends:

- OW-372-88 (a) That the Legal Department be directed to prepare amendments to the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs as outlined in Proposal 4 in the September 2, 1988, report of William P. Taylor, Commissioner of Public Works, as amended by the Public Vehicle Authority on September 13, 1988 and that the by-law be directed to the Operations and Works Committee when available;
- (b) That advertisements be placed in local newspapers, as soon as possible, to inform the public that proposals for the provision of accessible taxicabs in the City of Mississauga will be received by a date to be determined by staff.
- (c) That Public Works staff review all proposals and recommend the successful applicants to Council for their consideration.
- (d) That upon approval of Council, the successful applicant(s) be required to sign a declaration of agreement which will include all the conditions of issuance plus the following three major commitments:
- (i) provision of proof of order and purchase of up to six (6) CSA approved accessible vehicles.
 - (ii) implementation of special accessible taxicab service by January 1, 1989.
 - (iii) provision of authenticated proof of order from the manufacturer or deliverer if delivery of vehicle is to be delayed.

L.08.04.05
(OW-372-88)

OW-373-88 That the report dated September 21, 1988, from the Acting Director of Public Affairs outlining the procedure for communicating the refuse collection and recycling programs to new residents be received for information.

F.05.04.01
F.05.04.05
(OW-373.1-88)

- OW-374-88 (a) That a four lane cross section for the Highway 403 Arterial Road Extension be adopted.
- (b) That Alignment Alternative C in the east-west direction and Alternative 2 in the north-south direction, as indicated in the report dated September 26, 1988 from the Commissioner of Public Works, be adopted.
- (c) That detailed design for the section from Cawthra Road to Dixie Road proceed immediately, with construction scheduled to occur during 1989 and that the Ministry of Transportation of Ontario be so advised.
- (d) That the Environmental Study Report, as required under current Environmental Assessment Legislation, be prepared for the section from Dixie Road to Eglinton Avenue and filed in the public record.
- (e) That the Minister of Municipal Affairs, pursuant to Section 9(2) of the Ontario Planning and Development Act, be requested to deem the undertaking illustrated as Alternative C in Exhibit 4 of the report dated September 26, 1988 from the Commissioner of Public Works to be in conformity with the general intent and purpose of the Parkway Belt West Plan.
- (f) That construction of the earth berm in the section from Cawthra Road to Dixie Road, prior to the construction of the roadway, be investigated with appropriate Provincial staff and that the earth berm be construction during the 1988-89 winter season if at all possible.
- (g) That the matters of posted speed and night time truck prohibitions be reported on with appropriate by-laws prior to the opening of the roadway to traffic.
- (h) That discussion be held with Provincial staff to determine improved levels of maintenance and to review possible features such as a jogging path or minor landscaping in the buffer utility corridor immediately adjacent to residences south of the Parkway Belt.
- (i) That the members of the Community Advisory Committee be thanked for their significant contributions to the planning of the project and be requested to participate further in the project design and the resolution of outstanding issues.

- (k) That the widening of Eglinton Avenue from four to six lanes between Cawthra Road and the proposed 403 Arterial Roadway be considered in the City's 10-year road construction program.
- (l) That the final design of the Arterial Road/Fieldgate Drive intersection be further investigated with the Community Advisory Committee.
- (m) That the planned widening of Fieldgate Drive, north of Rathburn Road (a project previously anticipated to be required independent of the Arterial Roadway) be subject to further traffic studies and review with the Community Advisory Committee.

A.02.03.02.24
(OW-374.1-88)

- OW-375-88 (a) That the IBI Group be retained to prepare a Ten Year Transit Service Strategy plan at an upset limit cost of \$103,000 subject to receiving subsidy of 75% from the Ministry of Transportation Ontario for the consultant's study cost;
- (b) That \$25,800, which represents the City's share of the study cost, be allocated from the City Manager's Contingency Fund;
- (c) That a by-law be prepared to authorize execution of the Agreement between The Corporation of the City of Mississauga and the IBI Group to undertake a Ten Year Transit Service Strategy plan.

D.01.04
(OW-375.1-88)

- OW-376-88 That Condition III.3 of Schedule 'C' of the Servicing Agreement for Parkwood Place Subdivision, Plan M-830, located north of Eglinton Avenue West and west of McLaughlin Road, be waived with respect to Lot 14.

M-830
(OW-376.1-88)

- OW-377-88 That the Financial Agreement for Plan T-86037, located south of Courtneypark Drive East and east of Kennedy Road, indicate that a full credit is to be afforded to the developer against the Major Watercourse Improvement Levy.

T-86037
(OW-377.1-88)

OW-378-88 That the City of Mississauga complete the outstanding above ground service deficiencies (currently estimated at \$40,000.00) in the Ontario Court Subdivision, Plan 43M-371, located south of Britannia Road West and west of Queen Street and that the Commissioner of Finance and Treasurer be authorized to draw on the Letter of Credit (currently valued at \$41,050.30), to cover the costs incurred by the City.

M-371
(OW-378.1-88)

OW-379-88 That the City of Mississauga complete the outstanding grading works (currently estimated at \$5,000.00) in the Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Blvd. and that the Commissioner of Finance and Treasurer be authorized to draw on the Letter of Credit (currently valued at \$22,750.00) to cover the costs incurred by the City.

M-424
(OW-379.1-88)

OW-380-88 That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for 578646 Ontario Limited, Ref. Plan 43R-11702, located north of the Queensway W. and east of Highway 10 and that the Letter of Credit (current value \$19,221.90) be returned to the developer, 578646 Ontario Limited.

OZ/4/84
(OW-380.1-88)

OW-381-88 That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Ready Motors Import Ltd., Plan 43R-12657, OZ-89/86, OZ-73/84, located south of Dundas Street East and east of Hwy 10 and that the Letter of Credit (current value \$49,785.62) be returned developer, Ready Motors Import Ltd.

OZ/89/86
OZ/73/84
(OW-381.1-88)

OW-382-88 That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Erindale Landing, Ref. Plan 43R-11072 located south of Dundas Street West and east of Mississauga Road and that the Letter of Credit (current value \$25,110.20) be returned the developer, Donnygar Enterprises.

OZ/39/78
(OW-382.1-88)

- OW-383-88 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for Wimpey-Sorrento Industrial Subdivision, Plans M-240 and M-241, located north of Britannia Road and east of Tomken Road.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-240 and M-241 (currently valued at \$130,975.39) be returned to the developer, George Wimpey Canada Ltd. and Sorrento Developments Ltd.
- (c) That a by-law be enacted establishing the road allowances within Plans M-240 and M-241 as public highways and part of the municipal system of the City of Mississauga.

F.02.02
M-240
M-241
(OW-383.1-88)

- OW-384-88 That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Morsal Developments Ltd., Reference Plan 43R-8921 (located west of Erin Mills Parkway/south of the Queen Elizabeth Highway and that the Letter of Credit (current value \$10,388.81) be returned to the Developer.

B.07.83136
(OW-384.1-88)

- OW-385-88 (a) That the following street names be approved for the Gwillimbury Residential Subdivision T-82033, located north of Lakeshore Road West and west of Clarkson Road: Feeley; Fellen (not Court); Gorled.
- (b) That the following street names be approved for the Erin Mills Development Corporation Subdivision, T-86106, located east of Winston Churchill Boulevard and south of Highway #401: Markus; Statesman; Toro.
- (c) That the name "Forum" be approved as a street name for the United Lands Corporation Limited Subdivision (T-87046) and the Master Gain Investments Inc. (T-88016), located north of Eglinton Avenue East and east of Hurontario Street.
- (d) That the name "Marcove" be approved as a street name for the Norwood Properties Subdivision, T-86031, located south of Derry Road East and East of Kennedy Road.
- (e) That the names "Alcester" and "Anic" be approved as street names for the Alcester Subdivision, T-86049, located south of Derry Road East and east of Kennedy Road.

- (f) That the names "Bishop Strachan" and "Doug Leavens" be approved as street names for the First City Development Corporation Subdivision, T-87041, located west of Tenth Line West and South of Derry Road West.
- (g) That the name "Moulin Rouge" be approved as a street name for the Sherwood Mills Subdivision, T-86083, located north of Eglinton Avenue West and east of Creditview Road.

T-82033
T-86106
T-87046
T-88016
T-86031
T-86049
T-87041
T-86083
(OW-385.1-88)

OW-386-88 (a) That the City of Mississauga enter into a maintenance agreement with Fortran Traffic Systems Limited at an annual cost of (\$46,960.00) Forty-six Thousand, Nine Hundred and Sixty Dollars.

- (b) That the City of Mississauga share in the purchase of spare equipment with the Cities of London and Burlington with the City's share being (\$18,670.00) Eighteen Thousand, Six Hundred and Seventy Dollars, exclusive of taxes.

J.05.88043
(OW-386.1-88)

OW-387-88 That the report dated September 13, 1988, from the Commissioner of Public Works regarding the problems associated with the stopping and parking of vehicles across the frontages of both Sawmill Valley Public School and St. Mark's Separate School on Sawmill Valley Drive be referred back to Staff and the Area Representative, Councillor D. Lane, for further discussion with the residents and the School representatives.

F.06.04.01
(OW-387.1-88)

OW-388-88 That a by-law be enacted to amend By-law 444-79, as amended, to implement 'No Parking Anytime' prohibitions on the north side of Truscott Drive between Lewisham Drive and Agora Road.

F.06.04.02
(OW-388.1-88)

OW-389-88 That a by-Law be enacted authorizing execution by the City of a Deed of Land from Ontario Hydro to the City of Mississauga over part of Lot 9, Concession 1, East of Hurontario Street, designated as Part 1 on Plan 43R-15639 (Gottardo Properties, Proposed Plan of Subdivision T-87003).

T-87003
(OW-389.1-88)

OW-390-88 (a) That a by-law be enacted authorizing execution by the City of a permanent easement to the Regional Municipality of Peel over the closed out part of Gulliden Drive on Registered Plan M-36 by By-law 147-88.

(b) That a by-law be enacted authorizing execution by the City of a permanent easement to Hydro Mississauga over the closed out part of Gulliden Drive on Registered Plan M-36 by By-law 147-88.

F.02.03.13
(OW-390.1-88)

OW-391-88 That all of Block 357 on Registered Plan 43M-788, a designated 0.3 m (1 Ft.) Reserve be conveyed to First Terragar Holdings Limited (Consolidated Planning Report dated April 12, 1988, Proposed Plan of Subdivision T-87045 - lands located south of Trelawny Circle, west of Tenth Line West, immediately to the west of R.P. 43M-788).

T-87045
M-788
(OW-391.1-88)

OW-392-88 That a by-Law be enacted to implement the following road closures at the C.P.R. railway crossings for the purpose of track expansion and maintenance:

Wolfedale Road	-	Monday, October 24, 1988, 10:00 a.m. through Friday, October 28, 1988, 3:30 p.m.
Erindale Station Road	-	Monday, October 31, 1988, 10:00 a.m. through Friday, November 4, 1988, 3:30 p.m.
Mavis Road	-	Monday, November 7, 1988, 10:00 a.m. through Thursday, November 10, 1988, 3:30 p.m.

F.02.04.03
(OW-392.1-88)

OW-393-88 That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides of Avongate Drive from 9:00 a.m. to 3:00 p.m., Monday to Friday, between Parmeer Drive and Glengarry Road.

F.06.04.02
(OW-393.1-88)

OW-394-88 That a Crossing Guard be placed at the north-west corner of Colonial Drive and Drummond Road and that appropriate speed and parking signs be installed as soon as possible.

F.06.03.02
(OW-394.1-88)

OW-395-88 That a resolution be prepared to reflect the following regarding the McLaughlin Road widening:

- (a) to advise the Peel Board of Education and the Minister of the Environment that the City is abandoning its immediate proposal to widen McLaughlin Road to five lanes;
- (b) to instruct Staff to reconstruct McLaughlin Road to two lanes with a left turn lane at intersections and a continuous left turn lane where land is available;
- (c) to instruct staff to immediately cease the purchase of lands along McLaughlin Road;
- (d) to instruct Staff to prepare a report immediately on what is necessary to expedite the extension and reconstruction of Mavis Road.

(OW-395.1-88)

OW-396-88 That, as a result of the completion of the Parkerhill Road reconstruction, the Site Inspection Subcommittee of the Traffic Safety Council be requested to conduct a site inspection at Parkerhill Road and Hillcrest Avenue.

F.06.03.02
(TSC-54-6-88)

- OW-397-88
- (a) That the bus loading zone sign at the westerly drive to St. Paul Secondary School, 815 Atwater Avenue, be removed.
 - (b) That an 'Exit Only' sign be erected at the westerly drive to St. Paul Secondary School.
 - (c) That an "Entrance" sign be placed at the easterly drive to St. Paul Secondary School.
 - (d) That the existing depression at the north-east area be filled in, with appropriate regard for drainage, catch-basin and manhole covers.

OW-393-88 That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides of Avongate Drive from 9:00 a.m. to 3:00 p.m., Monday to Friday, between Parmeer Drive and Glengarry Road.

F.06.04.02
(OW-393.1-88)

OW-394-88 That a Crossing Guard be placed at the north-west corner of Colonial Drive and Drummond Road and that appropriate speed and parking signs be installed as soon as possible.

F.06.03.02
(OW-394.1-88)

OW-395-88 That a resolution be prepared to reflect the following regarding the McLaughlin Road widening:

- (a) to advise the Peel Board of Education and the Minister of the Environment that the City is abandoning its immediate proposal to widen McLaughlin Road to five lanes;
- (b) to instruct Staff to reconstruct McLaughlin Road to two lanes with a left turn lane at intersections and a continuous left turn lane where land is available;
- (c) to instruct staff to immediately cease the purchase of lands along McLaughlin Road;
- (d) to instruct Staff to prepare a report immediately on what is necessary to expedite the extension and reconstruction of Mavis Road.

(OW-395.1-88)

OW-396-88 That, as a result of the completion of the Parkerhill Road reconstruction, the Site Inspection Subcommittee of the Traffic Safety Council be requested to conduct a site inspection at Parkerhill Road and Hillcrest Avenue.

F.06.03.02
(TSC-54-6-88)

- OW-397-88
- (a) That the bus loading zone sign at the westerly drive to St. Paul Secondary School, 815 Atwater Avenue, be removed.
 - (b) That an 'Exit Only' sign be erected at the westerly drive to St. Paul Secondary School.
 - (c) That an "Entrance" sign be placed at the easterly drive to St. Paul Secondary School.
 - (d) That the existing depression at the north-east area be filled in, with appropriate regard for drainage, catch-basin and manhole covers.

- (e) That the refuse containers be relocated to the east side of St. Paul Secondary School, and the basketball hoop pole be removed.
- (f) That all parking spaces at St. Paul Secondary School be marked out in accordance with the new City Standards showing a total of 116 spaces.
- (g) That a 12 hour parking zone be permitted on the north side of Atwater Avenue, in the area between the two driveways to St. Paul Secondary School.

F.06.04.13
F.06.04.02
(TSC-55-6-88)

- OW-398-88
- (a) That a Crossing Guard not be placed at Sandgate Crescent and Vey Road, as warrants are not met;
 - (b) That the Public Works Department be requested to install speed limit signs in this area;
 - (c) That, because the westerly 'School Crossing' signs on Sandgate Crescent are located too close to the School Crossing, the Public Works Department be requested to relocate the signs to a more appropriate location.

F.06.03.02
(TSC-56-6-88)

- OW-399-88
- (a) That the two temporary Crossing Guards located at Eglinton Avenue and Heritage Hills, be made permanent, as warrants are met.
 - (b) That, because the Peel Board of Education has decided, for the present time, to bus all students to Huntington Ridge Public School, 345 Huntington Ridge Drive, the requested site inspections at Guildwood Way and Eglinton Avenue, and at McLaughlin Road and Eglinton Avenue, not be carried out.
 - (c) That the Peel Board of Education be requested to notify the City of Mississauga, if the bussing policy with regard to this area changes.

F.06.03.02
(TSC-57-6-88)

OW-400-88 (a) That the Peel Regional Police be requested to monitor the speed limit on Paisley Blvd. in the area of Floradale Public School, and to take whatever enforcement action they deem appropriate to control the speeding in this area.

(b) That a Crossing Guard be placed at President Blvd. and Paisley Blvd. as warrants are met.

(c) That the area immediately west of the bus loading zone on Paisley Blvd. be signed 'No Parking'.

F.06.03.02
(TSC-58-6-88)

OW-401-88 (a) That the Chairman of the Site Inspection Subcommittee of the Traffic Safety Council meet with the Peel Regional Police to review the criteria for School Safety Patrols.

(b) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at All Saints Catholic School, 4105 Colonial Drive, to determine if warrants are met for a Crossing Guard.

(c) That the September 13, 1988, request of Mr. M. Derry, Vice-Principal, All Saints Catholic School, for the implementation of a bus patrol at All Saints Catholic School be approved.

F.06.03.02
F.06.03.07
(TSC-59-6-88)

OW-402-88 That the Crossing Guards at Burnhamthorpe Road and Loyalist Drive, and at Burnhamthorpe Road and Colonial Drive, be retained at these locations as warrants are met.

F.06.03.02
(TSC-60-6-88)

OW-403-88 (a) That the Crossing Guard previously approved for the intersection of Derry Road and Danton Promenade be removed, as warrants are not met due to the temporary bussing of students in this area by the Peel Board of Education.

(b) That the Peel Board of Education be requested to continue temporary transportation of the students attending Plum Tree Crescent Public School, until such time as traffic signals are installed at Derry Road and Danton Promenade.

F.06.03.02
(TSC-61-6-88)

OW-404-88 (a) That the 12 hour parking zone on the north side of John Street from Front Street to Riverside Public School, 30 John Street North, be removed.

(b) That a 'School Bus Loading' zone, and all appropriate signage, be instituted on John Street at Riverside Public School.

F.06.03.02
(TSC-62-6-88)

OW-405-88 That a 'School Bus Loading' zone, and all appropriate signage, be installed at Willow Glen Public School, 1301 Epton Crescent.

F.06.04.13
(TSC-63-6-88)

OW-406-88 That, as per the September 13, 1988, request of Mrs. B. Gates, Area Business Officer, Peel Board of Education, the existing bus loading zone in front of Briarwood Public School, 1065 Mississauga Valley Blvd. be extended to accommodate one additional bus.

F.06.04.13
(TSC-64-6-88)

OW-407-88 That the request dated September 16, 1988, from Mrs. L. Lencz, Vice-Principal, St. Dominic School, 515 Hartsdale Avenue, for the implementation of a bus patrollers program at St. Dominic School, be approved.

F.06.03.07
(TSC-65-6-88)

OW-408-88 (a) That a sidewalk be constructed from Highway #10 on the north side of Elm Drive to Kariya Street, and from Kariya Street on the north side of Elm Drive to Joan Drive.

(b) That a sidewalk be constructed on the east side of Kariya Street from Elm Drive to Burnhamthorpe Road.

(c) That the Public Works Department study this area to determine what traffic signals and signs are required.

F.06.03.02
(TSC-66-6-88)

OW-409-88 That the temporary Crossing Guard at Golden Orchard Drive in front of Burnhamthorpe Public School, be made permanent, as warrants are met at this location to retain the Crossing Guard and further that a study be undertaken by the Public Works Staff in conjunction with the Peel Board of Education regarding a solution for students to be discharged on site including possible changes to the existing school bus zone.

F.06.03.02
(TSC-67-6-88)

- OW-410-88 (a) That a further site inspection take place at Kingsbridge Garden Circle and Huntington Ridge Drive, to determine where a foot patrol could be located for St. Matthew Separate School, 280 Kingsbridge Garden Circle.
- (b) That the Public Works Department be requested to review the intersection of Kingsbridge Garden Circle and Huntington Ridge Drive, to determine if All Way Stops are warranted.
- (c) That the speed limit on Kingsbridge Garden Circle and Huntington Ridge Drive, in the vicinity of St. Matthew School, be reduced to 40 km.

F.06.03.02
(TSC-68-6-88)

- OW-411-88 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Joan Drive and Central Parkway, to determine if warrants are now met for a Crossing Guard.

F.06.03.02
(TSC-69-6-88)

- OW-412-88 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Huntington Ridge Public School, 345 Huntington Ridge Drive to determine if warrants are met for a Crossing Guard.

F.06.03.02
(TSC-70-6-88)